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AIRWAYS AND AVIATION.

BRITISH FLYING NEWS.

EXHIBITS AT BUENOS AIRES.

LONDON, Feb. 17.
After many months of careful
preparation events are converging
swiftly on this year's supreme
effort overseas of the British air-
craft industry. For weeks past
consignments of aeroplanes, aero
engines and accessory equipment
have left Britain at intervals for
Buenos Aires, the scene of the
great British Empire Trade Exhi-
bition which the Prince of Wales,
now touring Latin America by rail,
road and air, will declare open on
March 14.

In addition to occupying the
greater part of the British Govern-
ment Pavilion in the Exhibition
grounds the British aircraft con-
structors are sending some of the
latest light aeroplanes and service
training machines built in this
country for a special flying demon-
stration at El Palomar aerodrome,
near Buenos Aires. There, thanks
to the co-operation of the Argen-
tine military air chiefs, these new
British planes will show their paces
during the first, second and third
weeks of next month.

Before he left London the Prince
of Wales caused a telegram to be
sent to the British Ambassador in
Buenos Aires asking that one day,
should be set aside during his stay
in Buenos Aires for a visit to El
Palomar to inspect the British air-
craft assembled there. Before he
leaves El Palomar the Prince also
proposes to visit the Argentine air
service headquarters, to inspect the
Argentine air fleet, and to talk
with the men who control the air
forces.

Housed at El Palomar the Prince
is likely to find his own private
light aeroplane, brought specially
to South America in the aircraft-
carrier Eagle. Accompanied by his
personal pilot, Mr. E. H. Fielden,
the Prince plans to make several
air journeys into the provinces of
Argentina north of the capital, em-
phasising after a tour in which he
has already covered many hundreds
of miles by aeroplane his enthu-
siasm for air travel and his position
as the world's most illustrious pri-
vate aeroplane owner.

BRITAIN AND GREEK AIR SERVICES.

On February 12, a contract was
signed between the Greek Govern-
ment and the Blackburn Aeroplane
and Motor Company for exploita-
tion during a further period of
seven years by the British con-
cern of the aircraft factory at
Phaleron, opposite the port of
Piræus, near Athens.

The new contract, obtained after
competition with constructors of
other nations who wished to take
over the factory, is the most re-
cent milestone in a picturesque and
important enterprise. The Black-
burn company has administered the
factory since 1923, building new
machines for the Greek Govern-
ment, re-conditioning others and
making large quantities of spares,
parts for motor vehicles, special
gear for the Naval Air Base nearby
and filling innumerable small en-
gineering orders for the Greek air
services. Work at first was ex-
tremely difficult and progressed
slowly; to find workmen trained to
the degree of skill and exactness
essential in aircraft construction
was almost impossible. Actually
more than one thousand workmen
passed through the company's
hand before a complement of three
hundred men was selected. In
time the Greek workmen became
gradually more and more efficient;
till to-day the works are manned,
except for twelve Englishmen, en-
tirely by Greeks, who have even
replaced the British leading hands
and charge hands.

TORPEDOPLANES AND TRAINERS.

Altogether the factory construct-
ed under the old contract forty-six
new aeroplanes, comprising "Velos"
torpedo planes, Avro, training
machine and "Atlas" general
purpose craft. Wood and metal
floats were made for the torpedo-
droppers and the training aero-
planes. It was responsible for the
reconditioning of fifty-one service
machines. During the past two
years the factory has done the
repairs needed by the British,
Italian and French air liners which
pass through Athens.

The gaining of the new contract
followed a probationary period of
six months, ending on December 31
last year, enjoined by Mr. Venize-
los, the first Minister for Air, to
determine whether the Blackburn
firm could operate the factory with
equal efficiency in the building and
reconditioning of all-metal aircraft,
a recent and complex development
in aeroplane design.

Mr. Robert Blackburn, who per-
sonally conducted negotiations with
the Greek Government was con-
siderably helped by a letter, signed
by the Chairman of the Society of
British Aircraft Constructors, which
promised the hearty co-operation of
other British aircraft firms if a
British company should be award-
ed the contract.

BRITAIN AND THE SCHNEIDER.

British preparation for the
Schneider Trophy contest, sche-
duled to be held over British
waters, in September, proceeds
rapidly and smoothly.

The constructors of the racing
seaplanes and engines on which
Britain will rely again this year to
defend the Trophy against foreign
challengers, have begun intensive
work based on detailed technical
investigation begun as far back as
last February. At Felixstowe three
officers who may form the nucleus
of the Schneider team—Flight-
Lieutenants Hope, Bootman and
Long—are in readiness for the in-
tensive training period when the
reconditioned racing planes are
delivered from the manufacturers.
These men have been engaged for
several months past on high-speed
flying designed to elucidate prob-
lems met by the aeroplane designer
in constructing aeroplanes able to
move at speeds of five miles a
minute or more.

The zone of speeds extending up-
wards from about 250 miles an hour
is largely unknown. It has not yet
been explored and charted satis-
factorily in the elaborate formulae
and astonishing graphs beloved of
the aircraft designer, and the fly-
ing done at Felixstowe last year is
hoped to supply data and informa-
tion enabling the performance of a
super-speed racing aeroplane to be
deduced from tests of models in
the laboratory wind tunnels, as
accurately as the designer now
estimates from the model results
the performance of slower machines.

NEW SCHNEIDER COM- MITTEE CHAIRMAN.

The third organisation deeply in-
terested, counting the industry as
one group, and Air Ministry and
Royal Air Force as another, is the
Royal Aero Club, which, as the
body responsible for all sporting
flying in this country, plays a con-
siderable part in the organisation
of the contest. The special Schnei-
der Trophy Committee of the club,
re-constituted under a new chair-
man, is launching immediately on
the manifold details of preparation,
which include the organisation of
the contest itself apart from the
Royal Air Force side and numerous
arrangements for its efficient run-
ning. How complicated the task
may be is illustrated in the fact
that in 1929, when the last contest
(Continued at foot of next column.)

THE AIR "WAR" IN 1931.

BRITAIN'S DEFENCES TO BE TEMPTED.

Again this year the Royal Air
Force will engage in mimic war,
designed to test the home defence
system. For a number of days and
nights in July the fighters and
bombers of the R.A.F. squadrons,
divided into opposing forces, will
dispute again the age-old battle of
defence and attack in an effort to
get further data about the many
problems of "efficiently defending
Britain from possible future air
raids, and to exercise machines and
men in war-like operations.

Last year the opposing forces,
fighting for mythical lands entitled
respectively Red Colony and Blue
Colony, worked out campaigns
which threw considerable light on
air tactics that might be necessary,
in certain circumstances, in some
parts of the Empire. Incidentally,
the 250 aeroplanes employed during
the 63 hours of the "war" demon-
strated beyond dispute the trust-
worthiness of British aeroplanes
and engines. They flew an aggre-
gate of 2,068 hours, much of it by
night and sometimes in conditions
of poor visibility during the day,
covering a distance equivalent to
more than twelve times round the
Equator. Yet not a single serious
incident marred the "war." Not
a machine was seriously damaged
or a man hurt.

This year the exercises, reverting
to the practice of earlier years, are
likely to be concerned more direct-
ly with the actual defence system
of London, the capital and heart
of the country. Air and ground
defences will be tested; not only
the defending fighters but the net-
work of listening and observation
posts, searchlights, and, perhaps,
guns, are likely to be called into
action.

The speed of present day aero-
planes means that raiders which
cross the English coast can be over
London in less than twenty-five
minutes even in still air; the
magnitude of the job before the
defenders may be judged from the
brevity of this interval in which all
the organisation of defence must
be thrown into gear. The task in-
volves a most highly efficient system
of intelligence and requires defend-
ing fighters which can reach opera-
tional heights of, perhaps, 20,000
feet or more above the ground in
a very few minutes after leaving
the aerodrome.

was held over the Solent, ocean
liners due to reach Southampton
around the day fixed for the con-
test were warned six months pre-
viously. Some ocean ships were
actually instructed by wireless
when they were separated from
Southampton by the width of the
world.

The new chairman of the Schnei-
der Trophy Committee is Squad-
ron Commander James Bird, one
of the best known men in the
British aircraft industry and a pro-
minent yachtsman. He succeeds
Colonel Mervyn O'Gorman, who
was obliged to resign by pressure
of other work.

Squadron Commander Bird is
director of the Supermarine Avia-
tion Works, where the successful
British machines in three previous
Schneider contests were construct-
ed, and has an unrivalled fund of
knowledge about the event. His
membership of the Southampton
Harbour Board is certain to assist
him in the inevitable discussions
and conferences with the harbour
authorities, whose co-operation is
essential to the smooth running of
the contest and of the navigability
trials preceding it.

MADRID & CANARY ISLANDS.

LINKED BY FORD AIR SERVICE.

Oversen air mail service between
Madrid, the capital of Spain, and
the Canary Islands, Spanish posses-
sions in the South Atlantic, has just
been successfully inaugurated with a
Ford tri-motor transport land plane,
according to reports received by
the Ford Motor Company.

The advent of this new service
was hailed by Spanish newspapers
as an outstanding event in Spanish
aviation, reducing as it does the
travel time between the Spanish
Peninsula and the Canary Islands
by many hours and closely linking
the island possession to the king-
dom. The route of the Ford trans-
port on its flight to and from the
islands carried the plane over the
brooding Spanish Sahara, with a
long jump over water to Las
Palmas and Santa Cruz de Tenerife.
The outbound flight with stops for
fuel at Casablanca and Cabo Juby,
required 14 hours.

Search for Lost Fliers.

On its return flight, the party of
officials who inaugurated the ser-
vice, including Cesar Gomez, direc-
tor of Classa Air Lines, which
operates the services to the
Canaries as well as between
Madrid, Seville and Barcelona,
and Ernesto Navarro, technical
advisor of the National Aero-
nautical Bureau, participated for
three days in the search of the
Sahara for the Spanish military
pilots Burguete and Nunez, who
had been forced down in the desert.
During this search, the party in
the Ford plane combed the Sahara
from the air over a strip of territory
300 kilometres inland from the
Coast. The search ended when the
lost fliers found their way to an
outpost and reported themselves
safe.

Throughout the difficult flights
over the desert and despite the
terrible heat the plane's three
Wright J-8 motors functioned per-
fectly, the pilots Ansaldo and
Soriano, reported following the re-
turn of the party to Madrid. The
plane, being equipped with radio,
was in constant communication with
the Spanish military base at Cabo
Juby during the flights. Upon his
return to Madrid, Pilot Ansaldo
reported that in the round trip
flight between Madrid and the
Canary Islands and the flights over
the desert in search of the lost
aviators the plane had flown 8,000
kilometres, approximately 5,000
miles, with perfect performance.

The Inaugural Flight.

The inaugural flight in the Ford
plane, which the Classa line had
operated in regular service between
Madrid, Seville, and Barcelona,
was preliminary to the regular
operation of the service between
Spain and the Canaries with am-
phibian planes. The service at first
will be weekly but later it is plan-
ned to put it on a daily basis.

A gathering of distinguished
Spanish civil officials, including
Minister of the Interior Matos,
participated in the ceremonies, in-
cluding the inauguration of the
service when the plane departed
from Madrid. Large crowds greet-
ed the plane and its party at both
Las Palmas and Santa Cruz de
Tenerife. The plane carried in ad-
dition to the pilots and the official
party two mechanics, a radio opera-
tor, large consignments of mail and
bundles of the Madrid newspaper
La Vanguardia.

THE NAVY OF TO-MORROW.

(Continued from Page 1.)

"The Navy should be planned,
constructed, and trained as a
balanced whole to render it an in-
strument which can obtain decisive
and overwhelming victory over the
enemy's main fleet when the fleets
engage, the decisive point being in
the future, as in the past, opposite
the guns of the enemy's battle
fleet."

"Naval strategy should consist
of a single-minded determination
ultimately to force action on the
opponent, whether he wish it or
not, and to make such action, when
joined, decisive."

The reader may ask whether the
existing Navy has been planned and
constructed as a balanced whole.

As is well known, the number
and size of the battleships was
dealt with at Washington without
regard to the decisive battle they
might have to fight, but purely to
parity with the navy of the United
States, with whom war was de-
clared to be unthinkable. No agree-
ment on the strength in cruisers
was found possible either at Wash-
ington or later at Geneva. Neither
side understood that war at sea
cannot be divided into compart-
ments in this way, but must be
considered as a whole. Neither
side realised that the security of
the sea-going trade depends not on
the futile system of patrolling trade
routes, but on the results of the
decisive battle and of the combats
between raiders and escorts to con-
voys.

Was not the failure to agree at
the London Conference due to the
fact that France and Italy had the
decisive battle in their minds,
whereas Great Britain and the
United States had not? Behind
these conferences was no sound sea
doctrine, and no recognition of the
principle that the navy required by
each nation is an absolute quantity
based on its own particular strate-
gic concepts, providing for its own
security and not menacing, but
mindful of, the security of others.

Need of Numbers.

Capt. Acworth's conception of the
Navy required to win the decisive
battle is based on the lessons of
the war. His fighting fleet includes
battleships of moderate dimensions,
because our strategy demands num-
bers; of the fighting power needed
to win the battle, of moderate
speed seeing that battle can be
forced by sound strategy. To assist
in the battle and in giving security
to the overseas trade he requires
armoured cruisers of good fighting
power and high speed relative to
our own battleships. In place of
the present torpedo boat destroy-
ers, he substitutes second class
cruisers of high speed relative to
the armoured cruisers.

All these ships are to be armed
exclusively with the gun. He right-
ly looks upon the Whitehead
torpedo to be an inferior short-
range weapon and upon the bomb
to be too inaccurate to be used or
feared at sea. Since the failure of
the submarine, when properly coun-
tered, shows that its limitations
are great; he would only use the
torpedo in small ones suitable as
deterrents to local attacks. Since
he has no use for the bomb, the
aeroplane and the aircraft carrier
can be replaced by the seaplane
dropped from and hoisted up by
the ships of the fleet.

New Type of Battleship.

His battleship is a vessel of
12,000 tons, with a maximum speed
of 17 knots, of great sea-keeping
capacity at low speeds, heavily
armoured over the vitals and armed
with six 13.5-inch guns in turrets
to fight at decisive ranges of 15,000
yards or less, or at maximum
ranges of 20,000 yards if required.
His armoured cruiser is a 23-knot,
12,000-ton vessel with similar sea-
keeping capacity, armed with six
9.2-inch guns in turrets and armour-
ed to meet a slightly heavier gun.
His second class cruiser is a 27-
knot vessel of 4,000 tons, with a
similar sea-keeping capacity, armed
with six 6-inch guns and unprotected
by armour.

These different classes are
severally comparable with the ships
of the pre-1904 era. They are some-
what smaller, but, unlike them,
their armaments are homogeneous.
The speeds of the unarmoured
cruisers are higher. On the whole
the comparison indicates that the
proposals are practicable.

According to the author the
sustaining navy compared with the
existing would consist of 28 battle-
ships with 150 guns as against 17
with 138; 38 armoured cruisers with
228 guns as against 4 with 28; 113
unarmoured cruisers with 72 guns as
against 40 with 124. This great in-
crease of gun power is due to dis-
carding ineffective weapons and to
eliminating vessels of little or no
fighting value, which have, crown-
like fungi, round the faulty doctrine
that the battle need not be decisive.

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11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1.30 p.m.—Weather report, local time and Rugby Press news.
2 p.m.—Close down.
3 to 3 p.m.—European programme of Victor records supplied by Messrs. Tsang Fook Piano Co.
5 to 5.20 p.m.—

Hawaiian Melodies.

"Ramona"—Giulietta Morino.
"Could I"—Giulietta Morino.
"Meet Me in Hawaii"—Price, Pressor, Teasley.
"Wabash Blues"—Price, Pressor, Teasley.
"Silver Threads Among the Golden"—Walter Kolomoku's Honoluluans.
"The Rose of Heaven"—Walter Kolomoku's Honoluluans.

5.20 to 5.30 p.m.—
"West Wind"—John Boles (Tenor).

"Carnival of Venice"—Fred Brano (Ocarina Soloist).
"My Dream of the Big Parade"—Peerless Quartette (Vocal).

5.30 to 6.30 p.m.—"Gottterdammerung" (Wagner).—Berlin State Opera Orchestra, conducted by Leo Blech (Act 2 and part of Act 3). The end of Act 3 will be broadcast next Tuesday. These records have been kindly loaned by a listener.

6.10 to 6.25 p.m.—Four pianoforte solos by Ignace Jan Paderewski:

"Minuet" (Paderewski).
"Moonlight Sonata" (Beethoven).
"Song of Love" (Stojowski).
"Reflection on the Water" (Debussy).

6.25 to 7.15 p.m.—

Concert Items.

Song—"Pruch's Air and Variations"—Galli-Curci.

Violin Solo—"Shepherd's Madrigal" (Kreisler)—Fritz Kreisler.

Violin—"Gypsy Caprice" (Kreisler)—Fritz Kreisler.

Song—"Love's Old Sweet Song" (Bingham and Malloy)—John McCormack (Tenor).

Song—"Kathleen Mavourneen" (Crawford Crouch)—John McCormack (Tenor).

Violin Solo—"Air for G String" (Bach, arr. Wilhelm)—Mischa Elman.

Violin Solo—"Ave Maria" (Schubert-Wilhelm)—Mischa Elman.

Song—"Love-Tide of Spring"—Luceria Bori.

Piano Solo—"Minuet" (Paderewski)—Sergei Rachmaninoff.

Piano Solo—"Nocturne in E Flat Major" (Chopin)—Sergei Rachmaninoff.

7.15 to 7.35 p.m.—"The Fire Bird" (Igor Stravinsky)—Philadelphia Symphony Orch.

7.35 to 8 p.m.—

Organ Solos.

"Diane"—Jesse Crawford.

"Among My Souvenirs"—Jesse Crawford.

"What Does It Matter"—Jesse Crawford.

"Song of the Wanderer"—Jesse Crawford.

"Because"—Jesse Crawford.

"Oh Promise Me"—Jesse Crawford.

8 to 11.30 p.m.—Ko Shing Theatre relay.

11.30 p.m.—Close down.

WALL STREET TO FINANCE CITY OF BERLIN.

Berlin, March 16.—Very great interest has been aroused in Berlin city circles by the circumstantial though officially unconfirmable reports saying that a Wall-street syndicate intends to finance the Berlin municipality to an extent of 50 million marks in the form of taking over the financial section of the city's entire electrical undertakings. It is understood that the scheme is to be drafted in such a way that while the Americans would be given very ample securities, they would not be afforded anything approaching a control of civic electrical enterprise.—Trans-Ocean-Kiungin.

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NAVAL & MILITARY

Commander C. T. Wilson, who has been placed on the retired list at his own request, with the rank of captain, became a lieutenant in 1905, when serving in the *Alacrity* in China. He was again in China, as physical training officer in the flagship *Minotaur*, when the late war broke out.

The Air Ministry announces the appointment of Air Vice-Marshal Felton Vesey Holt, C.M.G., D.S.O., to be Air Officer Commanding, Fighting Area, Air Defence of Great Britain, and of Group Captain Henry Meyrick Cave-Browne-Cave, D.S.O., D.F.C., to be Director of Technical Development, Air Ministry. Air Vice-Marshal Holt was during 1920-22 seconded for service with the Chinese Government Group and Captain Cave-Browne-Cave was in command of the Far East Flight, which left England in October, 1927, for Singapore, and afterwards flew from Singapore round Australia, back to Singapore, and from Singapore to Hong Kong and back—a total distance of more than 27,000 statute miles.

The cruiser *Cornwall*, Captain A. N. Dowling, has recommissioned at Devonport for further service in the Fifth Cruiser Squadron, China Station, drawing her new crew from Portsmouth. She left England about the middle of March, and is due at Hong Kong at the end of April.

The season's movements of Army units to new stations are in the final stage of completion. On Feb. 16 the 8th Infantry Brigade at Devonport and Plymouth received the 1st Battalion. The Worcester-shire Regiment, from China. The new battalion for Singapore, the 1st Gloucestershire, landed on Feb. 17, and the 2nd Battalion. The Northumberland Fusiliers complete the Far East reliefs by taking up duty at Shanghai in March for a year.

The *Kent* which left Hong Kong on March 8, is due at Colombo March 25-30, Aden April 3-7, Suez April 11, Port Said April 12, Malta April 15-20, Gibraltar April 23, Portsmouth April 27-28, Sheerness April 29, and Chatham April 30.

Following the retirement of Rear-Admiral B. M. Mowbray, D.S.O., Captain S. R. Bailey, C.B.E., D.S.O., A.D.C., has been promoted to the rank of Rear-Admiral. Captain Sidney Bailey was a midshipman in China during the Boxer War.

Captain R. St. P. Parry, D.S.O., M.V.O., commissioned the cruiser *Vindictive* at Chatham, on Feb. 17, for a cruise to China with relief half crews for the gunboats in the Yangtze and West River, a relief crew for the surveying ship *Herald*, a few ratings for the depot-ship *Medway*, and a submarine draft. The programme of the *Vindictive* is as follows:—Leave Sheerness, March 6; call Portsmouth; March 7-9; call Plymouth; March 10-11; Gibraltar, March 16-17; Malta, March 20-23; Port Said, March 26-27; Suez, March 27; Aden, April 1-2; Colombo, April 9-13; Singapore, April 18-21; Hong Kong, April 26-May 1; Shanghai, May 4-5; Hankow, May 7.

The new submarines *Pandora* and *Proteus*, which were damaged in collision off Gibraltar, continued their voyage on Feb. 23. The *Pandora* is commanded by Lieut.-Commander A. L. Besant and the *Proteus* by Lieut.-Commander L. B. A. Majordie. The other two of the group which left England on Dec. 12, the *Perseus*, Lieut.-Commander G. A. W. Voelckel, and *Poseidon*, Lieut.-Commander B. W. Galpin, should reach Hong Kong on Feb. 28.

Captain R. B. Ramsay, who commanded the *Vindictive* in China, from February, 1927, has been appointed to be Naval Attache at Rome.

Rear-Admiral the Hon. William S. Leveson-Gower, D.S.O., has been appointed Rear-Admiral and Commanding Officer, Coast of Scotland, to date July 6, 1931. He was promoted in Oct. 1929, after commanding H.M.S. *Cornwall* in China, and is now to hoist his flag for the first time.

THE TARIFF TRUCE CONFERENCE.

EVIL RESULTS FOR EUROPE IF NO SOLUTION.

Geneva, March 16.—The Dutch President of the European Tariff Truce Conference Mr. Colijn in today's session warned the delegates that unless a solution of the problem occupying the conference was found, evil consequences were to be expected for Europe's economic life including the repudiation of a series of commercial treaties.

The German delegate thereupon announced that Germany's ratification of the agreement reached at last year's conference, having passed the third reading in the Reichstag on Monday, would be laid on the table in the course of the present week. Germany would at the same time make known the conditions which she sets to the coming into force of the convention, the chief among which would be that it should be ratified by France and Great Britain.

The French delegate thereupon stated that in view of certain economic difficulties France would be unable to ratify the convention unless various important modifications were agreed upon by the present conference and the signatories of the convention.

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THE SILVER SCREEN.

QUEEN'S THEATRE.

"MADAM SATAN"

Reginald Denny as he was before he became a picture comedian; the Reginald Denny who sang "Prince Danilo" in "The Merry Widow" in London; the Reginald Denny of New York's "Winter Garden" and of featured baritone roles in "The Dollar Princess," "The Quaker Girl" and "The Chocolate Soldier" this Reginald Denny will appear almost as a stranger to the thousands who will see him as he appears in the featured male role of "Madam Satan," Cecil B. De Mille's new and striking, Metro-Goldwyn-Mayer comedy with music, now showing at the Queen's Theatre.

"In 'Madam Satan,' Cecil B. De Mille stated recently, 'Mr. Denny will be shown in a guise absolutely new to 90 per cent of his thousands of friends. He has been tied so definitely with silent film comedies for several years that most people have forgotten that his earliest fame was won with his singing voice. When admirers of this capable star hear him sing, 'All I Know Is That You Are in My Arms,' 'Forgive, Forgive and Love Me,' and several other of the songs in this production, they will be delighted at a revelation of new powers. Denny in 'Madam Satan' gives one of his finest performances. He is not only a finished film player but a singer of extraordinary range and power.'

CENTRAL THEATRE.

"THE LOVE DOCTOR."

"Bud Woodbridge, prominent young social scion, whose engagement was announced last week to Grace Tyler, is at his mother's estate recovering from a severe case of love," Dr. Gerald Sumner today admitted.

It is rumoured that Grace has thrown Bud and is now madly in love with Dr. Sumner. Other sources say that Bud's beautiful nurse, Virginia Moore, is also in love with Dr. Sumner and that she really upset the canoe in which she and the doctor were riding last week, and as a result of which, they were both nearly drowned.

Dr. Sumner gained prominence recently through his announcement of the three essential rules for love and at that time was very emphatic in his statement that he would always remain single. If all the rumours are correct it looks as though the doctor would soon join the ranks of the married men.

All this is just a sketchy outline of the plot of "The Love Doctor," the Paramount all-talking feature at the Central Theatre, showing for the last time to-day, in which Richard Dix has the role of Dr. Sumner. "The Love Doctor" is taken from the stage play "The Boomerang."

ROYAL WELCOME PREPARED.

JAPANESE ROYALLY GOING TO ENGLAND.

London, March 16.—Elaborate preparations to receive Prince and Princess Takamatsu of Japan when they reach England from France on Thursday were completed here today.

On Saturday the Imperial good-will tourists will witness the Oxford-Cambridge boat race, one of the most important English sporting events of the year.

March 23 will find Prince Takamatsu, who is intensely interested in naval affairs, at the Plymouth Naval Station. He will be the guest of the officers at the station and he will conduct a thorough inspection.

Plans made here provide that on March 23 Prince Takamatsu will visit the Royal Naval College of Dartmouth and on March 25 he will be with Princess Takamatsu, who is entertained at Eton College. Prince and Princess Takamatsu are still in France but they are now preparing to cross the Channel. High officials of the British Government, the diplomatic corps and the Japanese colony here are preparing to entertain the Japanese guests royally before they leave England to cross the Atlantic ocean to Canada and the United States.

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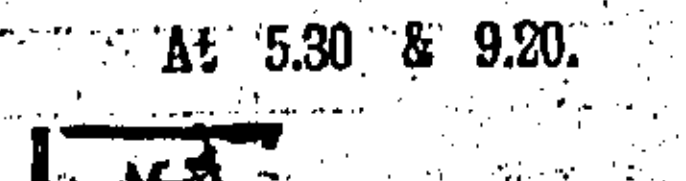
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MacPherson
featuring
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Reginald
Denny
Lillian Roth
Roland Young



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LOCAL MAPS

Peak District,
Kowloon,
Victoria,
New Territories.

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BOOKS and READERS

THE CRUELITIES OF DIVORCE.

"THE TOILS OF LAW." By Barbara
Goolden. (Chapman and Hall,
7s. 6d.)

Miss Barbara Goolden's new
novel, "The Toils of Law," is short
and sharp and very much to the
point. Of recent years the laws of
divorce have undergone changes for
the better, but are they not still
cruelly archaic? Miss Goolden
can see both sides of the question,
but her views are never in doubt.
She tells you the tragic story of a
sensitive man married to a hard
self-centred woman who puts her
"career"—she runs a florist's shop
—before everything else. They have
one little girl. There is no ques-
tion on either side of loose living,
but the tension between them be-
comes too great to be borne. And
so, technically, he becomes the
guilty party, permits himself to be
divorced, and is not allowed a
say in the future of his child. In
a mad but understandable moment
he abducts his daughter, laying
himself open to criminal prosecu-
tion, and takes the easiest, but
saddest, way out.

This is a good book. Husband,
wife, and child are etched in with
sure touches. The final scene is
pitiless but almost inevitable. So
long as the Kyrle Drydens of the
world marry the Amyces something
of this kind is bound to happen.
It is not a very comfortable book,
but it demands your attention. It
is certainly the best novel that
Miss Goolden has written.

A YOUNG MAN IN LOVE.

"PROLOGUE TO FREEDOM." By
Michael Romain. (Nash and
Gray, 7s. 6d.)

"Prologue to Freedom" is a first
novel which begins awkwardly but
rapidly improves. It is, I im-
agine, the work of a very young
man, but a young man who will
probably make himself heard. The
story of Cosmo Rule is not strik-
ingly unusual, but it is not un-
attractive. This young man, more-
over, though a sensitive and poetic-
al being, is fortunately quite nor-
mal, which surely shows courage
on the part of the author. He goes
through a bad enough time during
the period of self-love, but sur-
vives for better days. Incidental-
ly, the portrait of the old father
shows what Mr. Romain can do.
There is callousness in his pages,
but there is also some most delect-
able entertainment.

THEN AND NOW.

"TWO FAMILIES." By Archibald
Marshall. (Collins, 7s. 6d.)

When the chapter-headings of a
novel called "Two Families" are
more dates, beginning with 1805
and ending with 1918, and when
Mr. Archibald Marshall is its au-
thor and when, further, in the
opening chapter you learn of the
old squire's vocation that after a
little trouble over religious ques-
tions his village blacksmith has
coolly migrated to the neighbour-
ing town, you can form a fairly
accurate idea of what is to happen.
The Blakes of the Hall will go
steadily down, and the Abels of
the smithy will go steadily up.
And so it is. You have read their
story many times before, and will
no doubt read it many times again,
but it is a good enough story, par-
ticularly when, as here, the au-
thor's cine-camera has been set at
a rather novel angle.

The Blakes make their fight, of
course, but the odds are too great.
The Squire's son, a cleric, keeps
his land, but his son is forced to
sell. The Hall passes to the ex-
blacksmith, now Mayor and M.P.
and a war-baronet, and the Blake
of the fourth generation thinks

himself lucky to get a job in the
Abel factories. But equally, of
course, there are compensations.
The young people no longer make
alliances: they marry to please
themselves. And so Blakes can
marry Abels, and if the ghost of
the old Squire utters a protest, it
is not likely to be heard. Mr.
Marshall is thoroughly at home
with his people, whether they are
going up or down. This is not the
most dramatic story he has written,
but it makes pleasant reading, and
its authenticity is never in doubt.

ARABIA AT WAR.

"BOTTLES IN THE SMOKE." By Cle-
ment Hankey. (Longmans, 8s.
6d.)

Mr. Hankey's "Bottles in the
Smoke" is far from being a great
book. It is not even a very good
novel. But it is something new
and piquant, and is not without its
excitements. It is much too long,
and its story is much too diffuse;
but there cannot be many other
books, whether fiction or not, which
lift the veil so dexterously from
life as the Arab sees it. His love
of intrigue, his treatment of wo-
men, the part both religion and
manners play—all these emerge
with a clarity little short of re-
markable. Unfortunately Mr.
Hankey does not always write too
well, and he has yet to learn how
a story should be told.

His chief figure is an English-
man who, years before the war,
had put aside all Western ideas,
turned Muslim, and prospered. In
1917 he is a powerful Sheikh. Un-
fortunately he has his domestic
troubles. His wife has gone ap-
er. He takes others, but the trouble
only increases. And as the war
progresses he becomes immersed in
a net of intrigue which, frankly,
becomes a little boring. There is
so much polite chatter, and so
many complications. Nevertheless,
this book will repay careful read-
ing, and if it does not altogether
succeed as a novel, as a study of
Arabian life it comes near to be-
ing in the front rank.

A TALE OF WOMEN PIRATES.

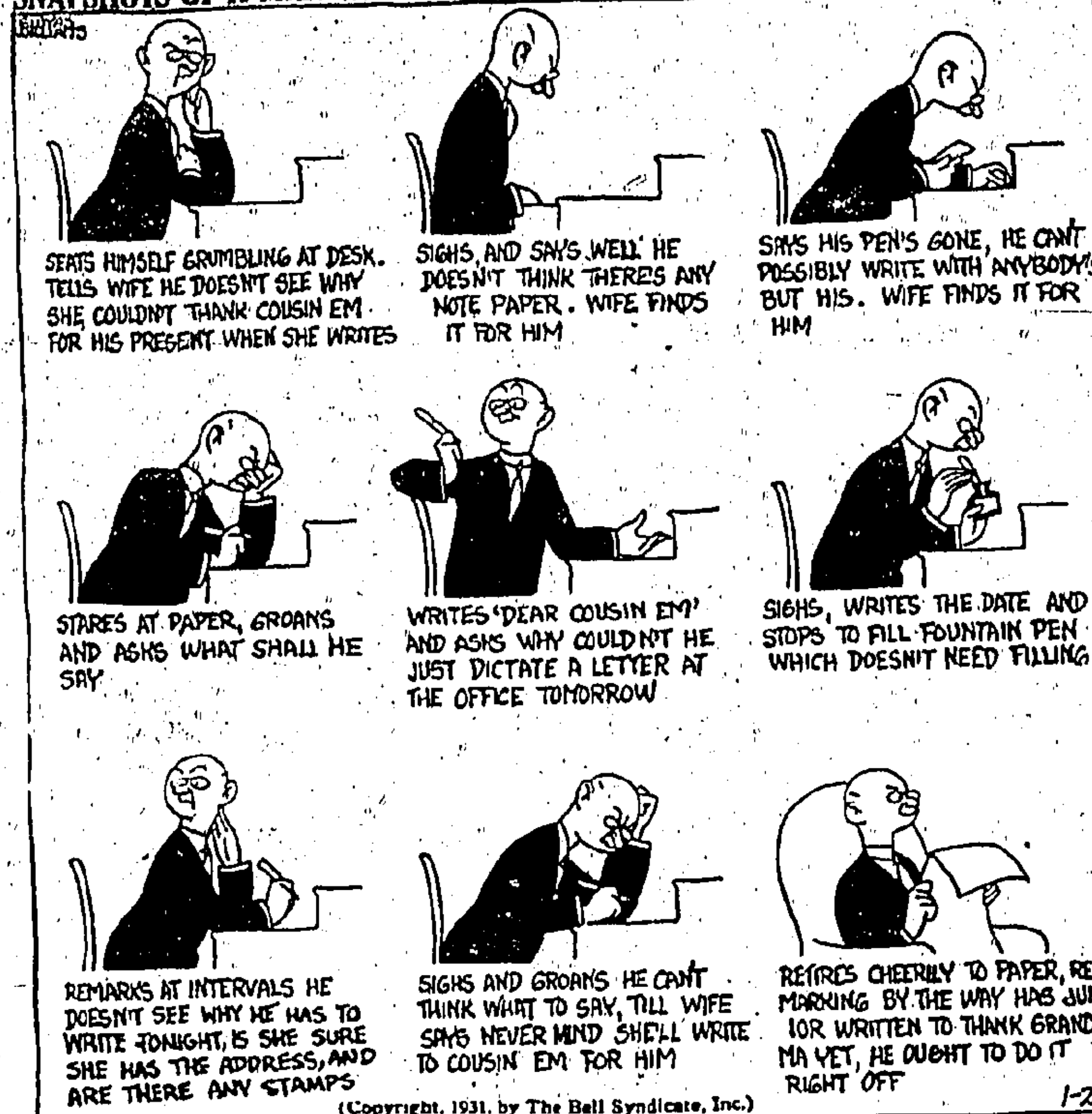
BAMBOO. By Keith West. Jarrolds.
7s. 6d. net.

Mark Burrage is the only son
of a Hong Kong merchant who
had "gone native" and sent him
to be brought up and educated in
England, where he is earning his
living as a schoolmaster when the
story opens. His father dies and
leaves him a competence; charging
him, however, to find his long dis-
carded Chinese mistress, Mei Fa,
and hand over to her the large
residue of his estate. But Mei Fa
bitterly resented being cast off and,
having become the leader of a
secret society of pirates, is plot-
ting to seize his son and make him
the subject of her merciless revenge.
After escaping several of her subtle
stratagems, he is caught and tortur-
ed mentally and physically, the
climax of horror being reached
when Ah Chuan, the woman's
daughter and supposed to be Bur-
rage's child, is ruthlessly flogged
in his presence. Mark, who is him-
self half an Oriental by disposi-
tion and rules himself by the
maxims of Confucius, had been
helped to endure his captivity by
Ah Chuan and, not dreaming that
she was his sister (as it turns out
she was not), had fallen passionat-
ely in love with her.

When the rest of piracy is de-
stroyed and the girl pirate is kill-
ed, the English half of the hero
prevails, but his marriage with a
rather perplexing girl of his own
race is felt as an anti-climax.
None the less this first novel of
incident and emotion never loses
its grip on the reader.

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By GLUYAS WILLIAMS



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SHANGHAI GENERAL CHAMBER OF COMMERCE.

VARIED TOPICS DISCUSSED BY CHAIRMAN
AT ANNUAL MEETING.

The annual meeting of the Shanghai General Chamber of Commerce took place in the offices of the secretaries, Messrs. Beck & Swann, North-China Building, 17 The Bund, last Tuesday, when Mr. H. W. P. McMeekin presided, supported by R. N. Swann, secretary.

The Chairman said:—The report and accounts have been in your hands for some time and with your permission I will take them as read. I will ask you to adopt them in due course.

The Report deals very fully with the many matters which have called for your Committee's attention during the year and it leaves little for me to add.

In my remarks at the last annual meeting I referred to the amount of time which your Committee found necessary to devote to piloting questions during the year under review several changes of importance in the tariffs of the Shanghai Licensed Pilots' Association and the Woosung-Hankow Pilots' Association were instituted, resulting in a considerably heavier burden on shipping companies. In the case of the Shanghai Licensed Pilots' Association, however, your committee has been successful in obtaining the creation of a reserve fund by the setting aside of a percentage of earnings each month. This sinking fund is to be applied to replacement of existing plant and equipment, and the Harbour Master has informed the Chamber that the reserve fund will be handed over to whatever authority takes over the Shanghai Licensed Pilots' Association and not used for the benefit of individual pilots. Shipping companies were by no means pleased with the decision of the pilotage authority regarding the increase in the pilotage tariff of the Shanghai Licensed Pilots' Association; the Chamber voted against any increase at the meeting of the pilotage authority, but were outvoted by the Consular Body and Harbour Master, who were in favour of the increase being granted.

Revised Harbour Regulations.

The Chamber's draft of suggested Hazardous Goods Regulations for the Port of Shanghai was presented to the Commissioner of Customs, after approval by the National Chambers of Commerce, early last year. Whilst no official change has been made in the Harbour regulations in this regard, your committee have been given to understand that the suggested revised regulations, as prepared by the Chamber, are being applied in Shanghai by the Commissioner of Customs and Harbour Master practically without amendment.

The new Customs Tariff became effective on January 1, 1931, and with the exception of certain anomalies, some of which have already received the Chamber's attention, the new scale of duties appears to call for very little comment, unless it be to say that the Tariff appears to have been very carefully drafted with the object of promoting native industries in China as far as possible. The increased duty on woolen piece goods has been revised as the result of representations made by this Chamber in conjunction with the Shanghai Piece Goods Importers Association. Numerous requests from piece goods dealers for cancellation of contract for cargo were the subject of the meeting of Importers held on January 14, when it was found possible to decide upon unanimity of action, and dealers were recommended to place woolen piece goods cargo into bond pending adjustment of the Customs Tariff in this respect.

Duty Paid in China.

I am indebted to the Commissioner of Customs, Shanghai, for the following figures of duty paid for the whole of China during the past 5 years.

	Import duty	Export duty
H.K. Tls.	H.K. Tls.	H.K. Tls.
1926	42,935,096	23,263,737
1927	34,903,222	25,461,617
1928	46,409,294	27,057,563
1929	107,251,967	38,293,167
1930	135,840,256	35,547,830
	Total.	Total.
H.K. Tls.	H.K. Tls.	H.K. Tls.
1926	11,317,147	60,425,690
1927	8,410,936	69,761,676
1928	8,776,567	62,332,525
1929	9,254,989	152,830,063
1930	9,231,663	180,019,758

As pointed out last year, the remarkable increase shown for the year 1929 is apt to be misleading to statisticians outside China and might normally be interpreted to indicate a vast expansion of trade. The same applies to the figures of 1930. In both of these years the figures are magnified by the inclusion of the duties returns and the increased scale of duties which came into force in February, 1929. The average Sterling rate of exchange for the year was approximately 1/81 per Shanghai Tael as compared with 2/4 for 1929 and 2/6 for 1928.

The opening rate of 2/11 in January 1930 proved to be the highest rate of the year. Silver

quotations declined gradually from then until the end of May when a distinct weakness exhibited itself and rates fell sharply to 1/54 at the beginning of June.

At this point some resistance was forthcoming caused chiefly by the operations of gold bar speculators and rates rose to 1/71 in September, but towards the end of the year weakness again set in and we closed at the lowest official quotation of the year 1/41.

Since the opening of the present year a further sharp decline has to be recorded and by the middle of February Silver fell to 12d, per ounce with the tael quoted at 1/18.

The Remedy for Silver.

This unprecedented price for the metal brought forth not only from producers but also from those dependent on its value various schemes for rehabilitating silver, but it would appear that the remedy lies rather in the gradual world recovery from the present economic crisis than in any artificial measures which would only be of a temporary nature. We in China, are, as you are aware, particularly dependent upon the value of silver for therein lies the buying power of the country; and at the present level it is quite impossible to do business in many of the main lines of imports such as Cotton Piece Goods. One might normally expect that the present low silver level would enable China to reap considerable benefit from her export trade, but whilst admitting that the world markets are generally in a state of depression, and the buying power of the world has been outstripped by over production, the exorbitant taxation and banditry which still prevails in the interior prevents the native merchants from exploiting the natural wealth and resources of their country.

It is too early as yet to make any statement on the subject of the abolition of Likin. Without doubt the National Government has made strenuous endeavours to abolish this pernicious form of taxation and have done so with nominal success in many provinces, but only to replace same with new taxes, such as Consolidation Tax, Business Tax and Special Consumption Tax. The position regarding Native Customs Duty is still very obscure. A Customs Notification was published on January 1, 1931, to the effect that after the abolition of transit duty, intra-50-li Native Customs Duty was to be charged on all foreign goods proceeding inland. This was followed by a further Customs Notification on January 9 to the effect that no Native Customs Duty would be charged on foreign imports proceeding inland.

Judge Feetham's Report.

The Shanghai Special District Court was inaugurated on April 1, 1930, to take the place of the Shanghai Provisional Court, and judging by Press reports of proceedings and the number of appeals lodged by disputants, the Court still leaves much to be desired.

Early last year your Committee was approached by the Honourable Mr. Justice Feetham for the purpose of obtaining the views of foreign commercial and shipping interests in Shanghai regarding the following queries:—

1.—What is the nature and extent of the business interests which have become concentrated in Shanghai, and particularly in the Foreign Settlement, and what is their significance in relation to the economic life of China as a whole?

2.—What are the main causes which have led to such concentration?

3.—What are the vital points for which it is necessary to provide in any scheme for the future of Shanghai so that such interests may not suffer and that Shanghai's position as a great business centre may be maintained?

Statements on the points raised were obtained from each of the Foreign National Chambers of Commerce and submitted to Mr. Justice Feetham together with a covering statement from this Chamber. Mr. Justice Feetham's report is now anxiously awaited and I have reason to believe that it will be submitted to the Shanghai Municipal Council in the very near future.

Dredging the Yangtze.

A change in the basis of levying conservancy dues is to be introduced in the near future and, from the increased revenue, plant and equipment is to be obtained for the dredging of the approaches to Shanghai in the Yangtze estuary. Some considerable time must elapse before the necessary plant can be obtained, but shipping companies are no doubt gratified with this definite step towards the deepening of the sea approaches to Shanghai.

of the landing rights enjoyed by the Great Northern, Eastern Extension and Commercial Pacific Cable Companies for a further term of 14 years on amended conditions. As regards Amoy and Foochow, serious disorganization has taken place and whilst it would appear that matters are now on the way to amicable settlement, the method employed by the Chinese Telegraph Administration in imposing their will on others can only call for the strongest condemnation.

Towards the end of 1930 your Committee circulated a revised list of Public Holidays after consultation with the Chinese and Foreign Bankers Associations and the Customs authorities. The principle change was the increasing of the holiday on foreign New Year, to four days (including Sunday) and the abolition of the usual holiday at Lunar New Year and replacement of some by a two days holiday on 17th and 18th February, 1931, to be known as Spring Holiday. Towards the end of January, however, the Chinese Government issued a Mandate that no holiday of any nature was to be permitted at the Lunar New Year and Government offices in Shanghai remained open without cessation of business during that period. Speaking generally, however, Chinese business houses remained closed for at least four full days and the Lunar New Year was observed without any apparent change in the Shanghai district.

I will now turn to the accounts. There is nothing calling for special comment and I am glad to state that the Chamber's finances are in a very satisfactory condition. Before proposing the adoption of the Report and Accounts I shall be glad to answer any questions regarding them to the best of my ability.

As no questions were asked the following resolutions were carried:—That the report and accounts, as presented, be passed.

That the following be elected as members of the new committee for the ensuing year:—Messrs. H.W.P. McMeekin (chairman), O.G. Steen (vice-chairman), P. A. Cox, R. E. Coxon, J. de Crequiser, F. H. Forde, K. Fukushima, S. C. Kingsbury, A. B. Lawson, J. W. Robertson, U. M. Tavella and Dr. W. Vogel.



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TO LET—PRINCE EDWARD ROAD, KOWLOON. 4 Roomed FLAT with All Modern Conveniences and Garage—Apply to: CREDIT FONCIER D'EXTREME-ORIENT, 4th floor FRENCH BANK BUILDING [416]

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ST. GEORGE'S SOCIETY. REPORT FOR LAST YEAR.

The Report of the Committee of the Society of St. George, Hong Kong, for presentation at the annual general meeting to be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., on Monday, March 30, at 5.30 p.m., states:—

The General Funds show a balance of \$4,573.94, an increase of \$123.18 as compared with the end of 1929, while there is a balance of \$2,280.09 at the credit of the Entertainment Fund. The surplus from the 1930 Ball Account was \$823.40 which was included in a transfer made from General Ball Funds to the Entertainment Fund.

The calls on the Society for relief were comparatively small in number but the amount disbursed was \$1,033.03, part of which was a contribution towards the passage of a distressed Englishwoman and her daughter who were repatriated. Close touch was kept with the Hong Kong Benevolent Society and the Charities Organization to ensure that those seeking relief from the Society were deserving of aid.

On St. George's Day a wreath was laid on the Cenotaph. In the afternoon the Band and Bugles of the 1st Somerset Light Infantry (Prince Albert's) gave a concert and sounded "Retreat" on the Hong Kong Cricket Club ground. Despite an interruption by rain the concert was much enjoyed by a large gathering. At night the Society was "at home" to the men of the Services in the Lee Theatre, when a variety concert was given. There was a crowded house and the Society's guests clearly demonstrated their appreciation of the entertainment.

On Armistice Day a wreath of Flanders' poppies was laid at the Cenotaph.

The annual golf match against St. Andrew's Society was played at Fanling on November 10, 1930. For the first time for some years past St. Andrew's won.

The annual ball on Twelfth Night was attended by over 1000 members and guests, a number considerably in excess of any previous ball held by the Society.

The committee regret to have to record the death of Mr. P. W. Blackwell who was killed in a flying accident in Europe while on leave.

During the year 80 new members joined the Society but about the same number resigned or were struck off on account of prolonged absence from the Colony. The number on the active list is now 518 as against 517 at the last annual meeting.

During the year His Excellency the Governor (Sir William Peel, K.C.M.G., K.B.E.), honoured the Society by becoming its Patron.

The accounts have been audited by Mr. C. Bernard Brown, A.C.A., to whom the thanks of the Society are due.

FAMOUS DANCERS FOR HONG KONG.

THE SAKHAROFFS.

The evening of Friday will see the first appearance in Hong Kong, at the Theatre Royal, of two world famous dancers, Clotilde and Alexandre Sakharoff, who together with their assisting artists, Pierre Reitzinger, violinist, and Marcel Gaveau, pianist, will give one performance in the Colony before proceeding to Manila.

It is understood that the Sakharoffs are unique and is of an even higher standard than that of other great dancing attractions which have visited Hong Kong in the past under the direction of Al. Strak.

The Sakharoffs have just completed a wonderful tour of 25 recitals in Japan. They will soon arrive in the Colony from Shanghai which has been completely taken by storm with their very unusual art. They reveal a form of terpsichorean art which not only finds high favour with dance enthusiasts, but also is guaranteed to please even the "tired business man."

Clotilde Sakharoff has long been famous in Europe for her beauty and her superb figure, while Alexandre Sakharoff is one of the most perfect male dancers now appearing before the general public. In every respect this engagement of the two world-famous dancers is of importance to artistic Hong Kong.

It is understood that after the appearance of the Sakharoffs, Toti Dal Monte said to be the world's greatest coloratura soprano, and de Muro Tomanto, celebrated Italian lyric tenor, will appear at the Theatre Royal for one joint song recital, on Monday, March 30. Booking for the recital is now proceeding at Montreux.

GROWTH OF THE PO LEUNG KUK.

H.E. THE GOVERNOR LAYS FOUNDATION STONE OF NEW BUILDING.

HONG KONG AND THE MUI TSAI PROBLEM.

His Excellency the Governor, Sir William Peel, K.C.M.G., K.B.E., yesterday laid the foundation stone of the new Po Leung Kuk at Leighton Hill Road.

In the course of his address to the large assembly of representatives of both the European and Chinese community, His Excellency, speaking on the *mui tai* system in the Colony, said that there were obvious defects in the system and the Government had decided it should gradually be eliminated. "Cruelty to children is not inherent in the *mui tai* system, nor is it confined to *mui tai*, or even adopted children, nor is it peculiar to the East. It is, however, a most despicable crime, and every effort is now being made to bring offenders to justice," said His Excellency.

Lady Peel accompanied His Excellency, and among those present were His Excellency Major-General J. W. Sandilands, C.B., C.M.G., D.S.O., Sir Shou-sun Chow, Hon. Mr. A. E. Wood, Hon. Mr. E. R. Hallifax, Hon. Mr. E. D. C. Wolfe, Hon. Mr. R. H. Kotewall, Hon. Mr. S. W. Tso, Hon. Mr. H. T. Cressy, Hon. Dr. A. R. Wellington, Mr. C. D. Melbourne, Mr. A. L. Shields, Mr. M. K. Lo, Mr. Tam Wun Tong, Lady Ho Tung, Mrs. R. H. Kotewall, Mr. Leung Pat Yee, Mr. Lo Chung Shiu, Mr. Ho Kwong, Mr. Ho Yu, Mr. Ho Leung, Mr. Tsang Foo, Mr. Li Yick Mui, and Mr. Kwok Shiu Lau.

After the speeches, which are given below, His Excellency performed the ceremony of laying the foundation stone. He was afterwards presented with a silver mallet and trowel.

HISTORY OF THE INSTITUTION.

Mr. Tam Wun Tong, the Chairman of the Po Leung Kuk, said:—

The erection of the new building of the Po Leung Kuk will be started to-day. H.E. Sir William Peel, the Governor, has been so kind as to have come to perform the ceremony of laying the foundation stone. We have received enthusiastic advice and guidance from the Hon. Mr. E. R. Hallifax, the Colonial Secretary, the Hon. Mr. A. E. Wood, the Secretary for Chinese Affairs, the three honourable representatives on the Legislative Council, and the Permanent Committee of the Institute, and have been honoured with the presence of all you Ladies and Gentlemen. We are proud of this, and are very thankful to you.

The Po Leung Kuk was first founded in the 4th year of Kwong Sui of the late Tsing Dynasty (1878) with due approval of the Government by Mr. Lo Kang Young and other Directors. The institute was maintained by subscriptions made by the Directors of various terms, and the two wards, the Ping On and the Fuk Shau, of the Tung Wah Hospital, were temporarily borrowed as its office. In the 17th year of Kwong Sui (1891) Mr. Lok Yam Ting and others—thirty in all—on appointment as Committee for raising subscriptions for the erection of a building for the Institute, succeeded in raising over \$30,000, and the Tung Wah Hospital gave a piece of land on loan for the erection of the proposed building.

Government Subsidy.

As the Institute is an organisation for assisting the Government in administering the Colony, a subsidy of \$20,000 was granted by the Government with the approval of the Colonial Secretary of State, and an Ordinance was enacted for the guidance of the Institute.

The erection was completed in the 22nd year of Kwong Sui (1890) and the ceremonies of laying the foundation stone and opening the door were performed by Sir William Robinson, the then Governor, and it is thirty-six years since. The Institute generally looks after cases in connection with kidnapping of women and girls, and disputes between husbands and wives, and the work it has done in the interests of women and children is by no means small. But in view of the limited area of the Institute, questions have arisen in respect of sanitation, and therefore in recent years, the Directors have proposed that a new building should be erected, but no suitable site could be found.

When we took up the charge of the Institute, we continued the project of our predecessors, and went forth to look for a site. Finally we succeeded in finding the site on which we are going to start the proposed erection. The Government approved of our application, and granted us the site measuring about 80,000 square feet. But the question of funds is one of the first importance. Therefore my colleagues and I hustled about day and night, soliciting subscriptions from house to house, and fortunate-

ly succeeded in raising \$60,000 from the liberal and charitable community.

Liberal Contributions.

Sir Robert Ho Tung contributed \$30,000 as a filial memento of his late mother, Miss Lam Fuk Chi \$10,000 in memory of Mr. Lau Yu Fong, and Mr. J. E. Joseph who has made wide friendship among the Chinese; \$30,000 in remembrance of his late mother. Then through the introduction of many of you here, further subscriptions were secured, making a total of \$140,000. That we have been able to raise such a big sum within such a short period is in fact all owing to the enthusiasm you gentlemen have displayed in charity, and it will be due to the kindness of you charitable gentlemen, that better accommodation can be afforded to the women and girls of the Institute on the completion of the building.

However, the expenses of the Institute will grow after its removal, as the new building is much larger. Of the \$140,000 that has been secured, \$100,000 is to be spent on the erection of the building, leaving only \$40,000 that can be invested in property for the maintenance of the Institute. But the Institute has no funds of its own, and has to depend every year on the annual subscriptions made by different unions for its maintenance. When the expenses are increased, the interest yielded by the \$40,000 will not support the Institute. We hope in earnest that all people in the Colony will make subscriptions to the Institute with all liberality and enthusiasm so that it may have large funds of its own, and may be maintained for ever.

I beg respectfully to express on behalf of our colleagues our hearty thanks to H.E. the Governor for being kind enough to come to lay the foundation stone. We thank also all you ladies and gentlemen for your kind presence.

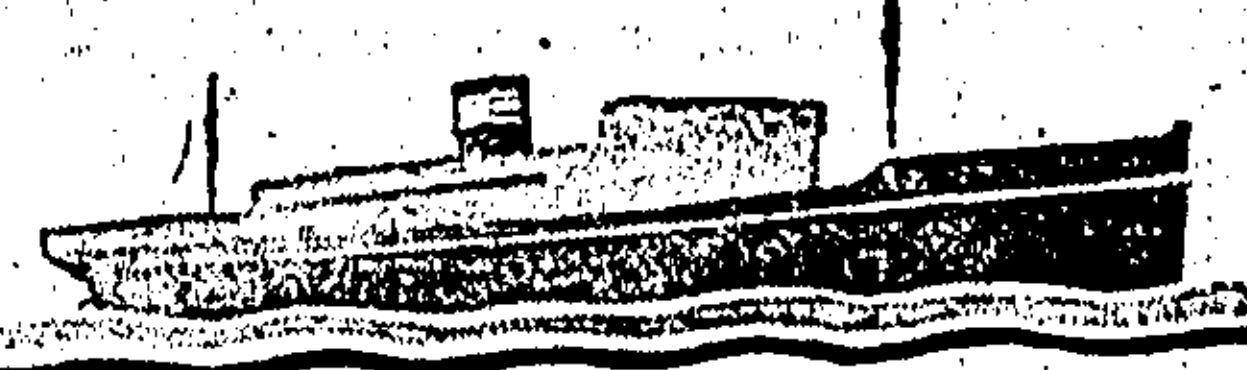
Mr. Tam Wun Tong served on the Committee of the Po Leung Kuk for the year 1925, was Chairman of the Tung Wah Hospital for 1929, and Chairman of Po Leung Kuk for 1930.

GOVERNOR'S SPEECH.

H.E. the Governor, addressing the gathering, said:—

It gives me very great pleasure to come to-day to lay the foundation stone of this new building. Very soon after I arrived in Hong Kong, I visited the present Po Leung Kuk and was struck very much by two things—first by the time and energy spent by the Committee on the work of the Institution, and second by the inadequacy of the premises and the unsuitability of the site. In spite, how-

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HONGKONG-SHANGHAI
TIENTSIN-PEIPING.

ever, of these drawbacks, the Committee have done very fine work. In addition to the advice and help given by them to the Secretary for Chinese Affairs, they have given practical help to many women and children. Usually over six hundred people are admitted to the Institution during the year, and in 1929, the last year of which I have seen the record, 370 women and children were restored to their relatives through the Kuk.

As soon as I found that the Committee desired this site for a new building, I investigated the matter and approved of it being given for the purpose. I recommended this to the Secretary of State, asking for telegraphic consent, which was duly received. Mr. Tam Wun Tong and his Committee have wasted no time, and I congratulate him most heartily on his successful efforts to raise the necessary funds, and I also congratulate those subscribers who have responded so magnificently to his appeal.

"Mui Tsai" System.
Criticism has been levelled in various quarters on the existing *mui tsai* system in this Colony. Some of the criticism is perhaps well founded, but a great deal of it is unjustified and without foundation. At the same time there are obvious defects in the system, and Government decided that it should gradually be eliminated. Registration was insisted upon, and also notification of any movement of the girls. No more *mui tsai* are allowed to come into the Colony, so that in due course they will gradually cease to exist. An officer of the Chinese Secretariat devotes considerable time to questions connected with the *mui tsai*, and I would ask for the further co-operation of individuals and bodies, whose help I gratefully acknowledge, in bringing to notice any breaches of the law. That cases of cruelty to children occur from time to time cannot be denied, but cruelty to children is not inherent in the *mui tsai* system, nor is it confined to *mui tsai*, or even adopted children, nor is it peculiar to the East. It is, however, a most despicable crime, and every effort is being made to bring offenders to justice.

I have referred to this matter because I wish to acknowledge the help given by the Po Leung Kuk in connection with these girls. The Committee have been of great assistance in temporarily taking in some of them, and assisting us to find their parents, in order that they may be returned to them. With the increased accommodation which will be provided by this new building, the Committee will be able to render even greater assistance in the future than in the past, to unfortunate women and children, and I feel that I can count on their continued assistance and co-operation. There will be accommodation for about one hundred persons. The present system of regular medical visits will be continued, and cases of sickness will be removed as necessary to the Tung Wah Eastern Hospital close by. I wish good luck to the new building.

ST. JOSEPH'S COLLEGE.

"ASSET TO THE COLONY": TRIBUTE BY DIRECTOR OF EDUCATION.

ANNUAL DISTRIBUTION OF PRIZES YESTERDAY.

"St. Joseph's College is an asset to the Colony just as its old boys are salutary elements in this community, and in any other to which they may belong," said Mr. G. P. de Martin, M.B.E., Director of Education, at the annual prize giving of the College yesterday, and in so doing paid a deserved tribute to the institution for the splendid work it has done in the past. Mr. de Martin commented on the fact that the College was especially fortunate in having an efficient staff and in this connection said that "the careful selection of teachers is worth the sum of all the advice rained upon us."

In the course of his review of the year's work, Rev. Bro. Aimar, Director of the College, spoke in favour of the Junior Local examinations being continued, but qualified his statement by saying that studies in classes 3 and 4 would have to be more thorough, which meant stricter promotions in the future.

Prior to the distribution of prizes, a delightful concert was given by the students, which was enjoyed by a large audience of pupils, their parents and others interested in the College. Amongst those present were His Lordship Bishop Valtorre, the Consul General for France, Rev. Fr. G. Byrne, S.J., Rev. Fr. Gallagher, Sister Beatrice, and many others interested in educational matters in the Colony.

REVIEW OF THE YEAR BY BRO. AIMAR.

In reviewing the year's progress, the Rev. Bro. Aimar said:

Mr. de Martin, you have attended our College functions many times since 1921 which is, I believe, the first year that you inspected our classes. This year, as Director of Education, you have kindly consented to present prizes and diplomas to those of our pupils who have won them by their industry during the past year. I have much pleasure in bidding you a cordial welcome on behalf of the staff and pupils.

We miss Mr. Ralphs to-day. His reports on our work were always helpful and his visits encouraging. We beg to extend to him the expression of our grateful remembrance and our best wishes for many happy years in the homeland.

His Excellency the Governor honoured the College by a visit on Sept. 19. His Excellency's entry in the school log book is as follows:—"I visited the College and was much impressed by its buildings, accommodation and particularly by the pupils. They are a healthy and intelligent band of boys and the College is to be congratulated on its successful work. We are grateful to his Excellency for his encouraging words."

The average daily attendance in 1930 was 738. Mr. Sutherland, Inspector of English Schools, spent three days in inspecting our classes. He wrote in his report:—"I visited each class, where I inspected all written work, heard reading, and asked questions on most of their school subjects. All written work was good and carefully corrected. Reading was good throughout the school. I read personally pieces of unseen dictation in Classes 1 and 2. The results were very satisfactory. Colloquial was good in the Portuguese section and only fair in the Chinese section. Daily and easy unseen dictation tests and easy English dialogues might improve their English. It was pleased to see that full use is made of maps and atlases. The equipment is excellent and the school is very efficient."

School Honours.

We presented 31 candidates for the Matriculation or Senior Local examination. Nineteen passed the Matriculation, 8 of them being Portuguese, 8 Chinese and 3 of other nationalities. They won 22 distinctions: 3 in English, 12 in mathematics, chiefly in Physics and Chemistry; 8 of the candidates passed with honours. They were Peter Tran Ba Tu, Francis Lim, Lucien Tjon, Ralph Poon, Jorge Remedios, Germano Ribeiro. Lucien Tjon was awarded the Sir Paul Chater Memorial Scholarship while Peter Tran Ba Tu and Francis Lim obtained first and second places respectively in the order of merit for the award of the Government Educational Scholarships. Nine of the successful candidates are now undergraduates in the University. We wish them all success in their studies.

Ninety-seven candidates were presented for the Junior Local examination; 30 passed and won 37 distinctions, chiefly in mathematics and Science; there were also 3 in science and Ho Shiu Lai was the only candidate who passed with distinction in Chinese in the local examination.

During the past five years, 1926-1930, 177 of our boys have entered for the Matriculation or Senior Local examinations; 101 passed, 27 with honours. During the same period, out of 384 presented for the Junior Local, only 105 passed which is 43 per cent. These figures

show that a satisfactory proportion of those who passed the Junior Local were also successful in the Matriculation. The standard of the Junior having been raised in recent years, there is now a considerable gap between Class 3 and the Junior Class. To secure better results the studies in Class 4 and 3 will have to be more thorough in the fundamental subjects and the promotions more strict. This latter measure is invariably distasteful to boys and sometimes objected to by the parents. But I would ask them to bear in mind that the course of studies extends over a period of only eight years. During the past five years out of every 100 boys promoted from Class 4 to Class 3, 62 passed Class 3, 42 Class 2 and 23 Class 1. Thus 78 per cent either lag behind or leave school before having completed their secondary course. In our opinion the Junior Local is a good preliminary test and it would be an error to abolish it. The pupils need an incentive and a goal to aim at, and examinations are a wholesome stimulus for everybody—parents, teachers, and boys.

Physical Training.

Every effort is made for the physical training of our pupils. Each class gets its turn for drill, and all the pupils even the youngest, show by their attention and keenness that they appreciate it. In the matter of games we are handicapped by the size of the playground. In this connection we are deeply grateful to the military authorities for the use of the Murray Parade ground.

The College was visited in June and December by the medical officers for schools and in their report they state that the premises are as usual clean and in good order.

The Junior school in Chatham Road, Kowloon, had an average attendance of 155. The Inspector of Schools reported it as efficient.

On November 5, His Excellency the Governor laid the foundation stone of La Salle College.

The work of levelling and construction has proceeded apace since that date and the contractor is confident that the buildings will be ready for occupation by the end of this year. I beg leave to say, a thing you already know, that our funds for the completion of the undertaking are running low. The furniture and equipment of class rooms, assembly hall, and laboratories will amount to a considerable sum. We would like these to be in keeping with the up-to-date building which is being erected and we therefore beg to appeal to the public and the old boys for contributions towards our funds. I shall knock at your doors on behalf of the best of all causes the cause of the education of the hundreds of children who will frequent La Salle College.

Generous Donations.

Before thanking I must express heartfelt thanks to Mr. Li Ping for his generous donation towards the La Salle College building fund; to Monsieur Dufauré de la Prade who this year obtained from the Governor General of Indo-China a beautiful prize and to the Consul General himself who has presented four prizes. French is taught in the higher classes during the hours allotted to Chinese and Portuguese, to those boys who, for various reasons, are not taking those languages. I beg to express to each and all the donors of prizes and scholarships my most sincere thanks. On behalf of the 30 bene-

ficiaries of the Woo Hay Tong Scholarships, the 40 of the Society of St. Vincent de Paul and several of the Hong Kong Benevolent Society, I wish to express their gratitude as well as ours. It is pleasing to record that for those boys and a score of others on our free list, inability to pay fees is not a barrier to their education.

It now remains for me to thank Rev. Fr. Riganti who is responsible for the musical items in the programme. I thank you, Mr. de Martin, for giving away the prizes, His Excellency Bishop Valtorre for his patronage, and the ladies and gentlemen for their presence at this function. (Applause.)

MR. DE MARTIN'S SPEECH.

Replying to Bro. Aimar, Mr. de Martin said:

I expect that most of you have seen here and there on the roadside a notice board on which is depicted a torch and you are aware that this is a warning to drivers of cars that they are approaching a school and it is hoped that they will not knock people down as they come out. I do not know that all people connected with schools merit such tender consideration but my point is that it is a torch which is selected to indicate the proximity of a school and it is a suitable signal, for a torch bears light which is also the function of education. But it may occur to you that a torch bears fire and is sometimes used as the emblem of disorder. And here again, unfortunately, a torch may sometimes be a not inappropriate indication of a school.

If one asks what constitutes the difference between the schools of the light bearing and the fire bearing torch surely the answer is the quality of the teaching, the personality of the teachers and the spirit in which their work is done.

If the latter be lofty, or at least earnest; if there be training in ethics as well as instruction in mathematics; if devotion to duty be inculcated by personal example; if the young people go forth not only materially equipped for the battle of life but also influenced by these elementary moral principles which everywhere and in every age have been the basis of civilisation and are yet to-day the condition of its continued existence; then such schools not only bear light into the minds and souls of their children but are the safest means of insuring the future well-being of any community.

Meaning of Education.

But if all this be absent? If the teachers do not make it their business that their charges shall learn of the claims of duty and leave them to pick up what they may of what are called rights; if trigonometry and such things come before discipline; if industry is held to have no intrinsic worth and is valued only for what can be got out of it; if moral principles to which no examination marks are attached are relegated to the lumber room; then such a school can be at best a mere machine for turning out commercial cogwheels and may be anything between that and a grave public danger.

It may seem strange that I should suggest to you that education may not always be an unmixed blessing, but it is just in that truth that lies the responsibility of those entrusted with the teaching of children. It may be that not all teachers are conscious of this responsibility. It may be as well that they should not be, though I know many of them are. Just as it may be as well that the woodman should busy himself with the trees and be not concerned with the wood or that the surgeon should not be too conscious of the risk to his patient's life or the suffering he has to endure.

But would the owner of the timber regard the skill of his woodman as of little importance? And when we have to place ourselves in the hands of a surgeon does anything much matter except his ability to perform the operation? We should think it strange to read an advertisement for an accountant in which the requirements would be a moderate degree of honesty, some acquaintance with elementary arithmetic, no previous experience. I have never read in a newspaper "Wanted a chauffeur, must be cheap, no previous experience in driving necessary, he can learn in my new, expensive Rolls Royce." (Laughter.) That is absurd, but then it never happens. (Laughter.) But I suggest to you that something of the sort can be discerned in the attitude frequently adopted towards the work of teachers. "Let them practise on the mind and soul of my child."

The Future.

Nor is it only to parents that the quality of the teaching and the personality of the teacher are of vital importance. The future of any community will be determined by those who are children to-day. It behoves us, therefore, to be careful under whose influence we allow these children to pass. And when we teachers are not a shop. Nor do teachers, in exchange for school fees, hand over something with the production of which they are not

(Continued on next column.)

PASSING OF OLD RESIDENT.

MR. C. MAKEHAM PASSES AWAY IN AUSTRALIA.

News reached the Colony yesterday of the death of Mr. C. K. Makeham, who retired from the Dairy Farm Company as recently as in August last. The death occurred in Australia on Sunday.

Mr. Makeham first joined the Dairy Farm Company over 35 years ago. He rendered fine service to the Company in many capacities and was largely responsible for introducing ice cream to Hong Kong, his experiments resulting in the Dairy Farm installing the modern plant now in operation. It was in August of last year that he retired from the position of Dairy Superintendent and in October he left with Mrs. Makeham with the intention of settling permanently in Australia, from which country he originally came to Hong Kong.

Mr. and Mrs. Makeham were very prominently associated with the Wanchai Wesleyan Church, of which for several years Mr. Makeham was the Secretary. They both took a leading part in the affairs of the Church and their departure last year was deeply regretted.

Much sympathy will be felt for the widow in the heavy loss which she has been called upon to bear.

concerned. They give of themselves. There are no lessons in absolute literature or even absolute mathematics. There are literature and mathematics plus the personality of Mr. X. Brother Y. or Miss Z.

As an educational policy the careful selection of teachers is worth the sum of all the advice rained upon us by the multitude of counsellors with which our trade is so generously provided.

Not that we have not, all of us, had reason to be grateful for advice contributed by men of good will and educational experience. For perhaps no profession more than the teacher's benefits from the pooling of experience.

There is even something to be learned from those happy persons who can formulate plans and criticise actualities in the placid environment of the oil-lit study where the boundary line, between the desirable and the attainable is not so clearly marked as it is with us.

But there are no perfect schools except those of theorists whose parents do not care whether their children can earn a living or not; where there is a continuous supply of teachers of the kind, in the quantity and at the moment they are required; where children are of a convenient and appalling uniformity and where financial resources are inexhaustible.

No Perfect Schools.

There are no perfect schools, not even St. Joseph's College, but we have learned by experience that there are quite possible positions in the scale between the "State of Denmark" and the paradise of the theorist.

High up in this scale gleams the torch of St. Joseph's College. The College is an asset to the Colony just as its old boys are salutary elements in this community, and in any other to which they may belong. I have to thank you, Brother Aimar, for the privilege you have conferred on me today. It has been a great joy to leave my desk and come again among these bright children and promising young men. The renewed consciousness that I am associated with you and your devoted staff and our colleagues in other schools in the work you are doing for these young people gives me the desk a meaning and makes it worth while.

The Concert.

The programme of the Concert was as follows:—

1. "Cortege"—(Del Valle de Paz). Two pianos: Fr. A. Riganti and Prof. E. Gundl.
2. "Charity"—(G. Rossini). Three-Part Song, College Choir.
3. Trial Scene—Act IV., Scene I. Shakespeare's "A Merchant of Venice". Shylock: H. Asome. Portia: H. Ozorio. Antonio: I. Johnson. Bassanio: J. O'Sullivan. Gratiano: G. Roylance. Duke of Venice: T. Jeffery. Clerk: R. Shroff.
4. "The Snow"—(Ed. Elgar). Three-Part Song, College Choir. "Violin Obligato"—(Domingo).
5. "Wishing"—A. R. Wallington. Three-Part Song, College Choir. God Save the King.

HONG KONG CHINESE TRADE MISSION.

INSPECTION OF GOVERNMENT WORKS AT CANTON.

(FROM OUR OWN CORRESPONDENT.)

CANTON, Mar. 23.

The Chinese merchant visitors from Hong Kong, consisting of Sir Shou Son Chow, Dr. S. W. Tso, and Chen Lin Pak, Fung Ping Shan, Lee Shek Tsun, Sham Pak Ming, Kwok Shiu Lau, Lee Yick Mui, Leung Bat Yee and Chow Yu Ting, who came to Canton in response to the invitation of General Chen Ming Shu, returned to Hong Kong yesterday. Part of the delegation went by train and part by boat.

During their short stay they were lavishly entertained, the local authorities sparing no effort to make their visit interesting and worth while. They visited every place of interest, and the constructive work of the Government in progress was carefully explained and shown to them.

It was the desire of General Chen Ming Shu to impress these merchants from Hong Kong with the modernisation programme now being put into effect by the Canton Government with a view to getting them interested and investing money in it, but owing to lack of time no phase of the programme for a revival of trade and industry was discussed.

MEI LAN FANG.

RETURN VISIT TO SOUTH CHINA.

(FROM OUR OWN CORRESPONDENT.)

CANTON, Mar. 23.

Dr. Mei Lan Fang, the celebrated actor, who has long captivated the minds of the theatre-going public with his art, has again consented to come to South China to give a series of performances in both Canton and Hong Kong. It will be remembered he was here two years ago with his troupe and scored a big success.

Arrangements have been made with the management of the Hoi Chu Theatre for Dr. Mei and his troupe to appear for a period of 10 days, beginning from April 24. After this the Mei party will proceed to Hong Kong to give another series of performances there.

The party will then return to Canton to give their final series of performances in the Hoi Chu.

Dr. Mei has long been acclaimed as an exponent of the Northern type of Chinese drama, just as Mr. Ma Shee Tsang is of the Chinese type. His impersonation of a female, his charming voice and inimitable acting have long been recognised and appreciated in the West as well as in the East. It was in recognition of his art that Pomona College, in the United States, conferred upon him an honorary doctor's degree last year when he was touring that country.

GIANT TOURIST LINER.

COLUMBUS ARRIVES FROM MANILA.

The a.s. Columbus, arrived in Hong Kong yesterday with nearly 300 sightseers, who, immediately upon landing, invaded the important shopping centres of the city, as well as paying visits to the beauty spots of the island.

The Columbus, which has a gross tonnage of 32,354 tons, is the largest ship seen in local waters, while it is also claimed that she is the largest vessel to circumnavigate the globe. She arrived outside the harbour at 8 o'clock, but did not come in until afternoon, when she tied up in mid-stream.

The passengers split up into two sections and yesterday they visited the Peak, Repulse Bay, and made the usual tour of the island.

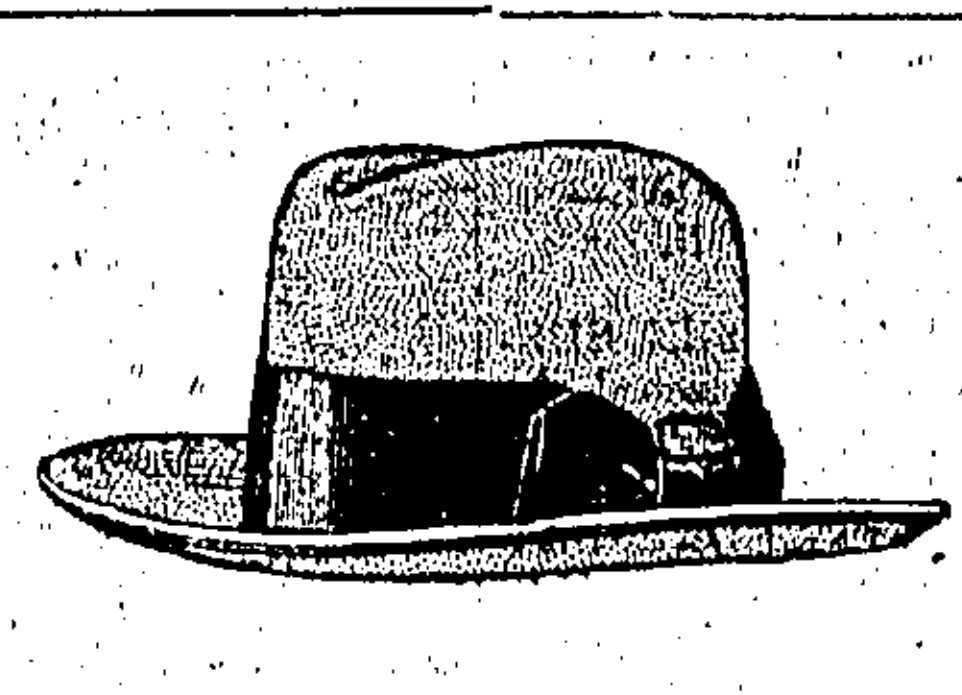
The tourist ship came from Manila and her next port of call is Chinwangtao. Though the humidity was rather high when they arrived, the visitors were able to enjoy their first glimpse of Hong Kong bathed in sunshine and the magnificent views from the Peak.

GLYN'S HATS FOR MEN.

EVERY "GLYN" HAT possesses that little extra that makes the difference in hat value over other makes, no matter whether it is a hat at \$18.50 or higher price—the difference is discernible.

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SOFT FELTS in Grey, Drab, Fawn, Brown, etc., with the Smart Set brim or Snap-edge. Lined or Unlined.



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WORLD

Stocked in Soft Felts, Bowlers, Tweed Hats, Tweed Caps, Double Terris and Silk Hats.

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Call and let us demonstrate them to you—we know they will be of interest.

Other qualities \$12.50, \$15.50.

Sole Agents:

Wm. POWELL, Ltd.
10, Ice House Street.

PIANOS

FOR SALE OR HIRE

ANDERSON
PIANOS



SPECIALLY CONSTRUCTED FOR THE TROPICS.

The Anderson Music Co., Ltd.

BATHING SUITS for LADIES & CHILDREN



Many New Styles and Colours

Ladies' Dept.

LANE CRAWFORD'S

NEW ADVERTISEMENTS

CHINESE CUSTOMS NOTIFICATION.

THE Offices and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to PUBLIC BUSINESS on the 29th MARCH, and the 3rd APRIL, 1931, being CUSTOMS HOLIDAYS.

J. W. STEPHENSON,
Commissioner of Chinese Customs,
Kowloon and District.

YORK BUILDING,
Hong Kong, 23rd March, 1931. [511]

CATHOLIC CATHEDRAL—
LENTEN MISSION.

THE ANNUAL LENTEN SERMONS will be preached by Rev. M. SAUL, S.J., Every Evening at 6 P.M., From WEDNESDAY the 25th MARCH to WEDNESDAY the 1st APRIL inclusive. [510]

G. R.

IN THE SUPREME COURT OF HONG KONG.

1. IN THE MATTER OF THE ESTATE OF WONG NAM, late of S.S. "TISALAK", RETURNED EXORCIST, DECEASED.
2. IN THE MATTER OF THE ESTATE OF SARWAN (or SARBAN), SINGH, late of No. 2, Bowen Road, WATCHMAN AND REGISTERED MONEY LENDER, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance 1897 (No. 2 of 1897), made Orders limiting the Time for sending in Claims to or against the above Estates to the 10th Day of APRIL, 1931.

Creditor and Claimants are hereby required to send their Claims to the Undersigned by the above Date.

Dated this 20th day of March, 1931.

E. P. H. LANG,
Official Administrator. [507]

G. R.

IN THE SUPREME COURT OF HONG KONG.

- IN THE MATTER OF THE ESTATE OF WILLIAM ANTONIO TIARERINO, late of the SHAMEN'S INSTITUTE, PRAYA EAST, VICTORIA, in the Colony of HONG KONG, ENGINEER, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance 1897 (No. 2 of 1897), made an Order limiting the Time for sending in Claims to or against the above Estate to the 10th Day of APRIL, 1931.

Creditor and Claimants are hereby required to send their Claims to the Undersigned by the above Date.

Dated this 20th day of March, 1931.

E. P. H. LANG,
Official Administrator. [508]

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, 2, Queen's Building, Hong Kong, on MONDAY, 30th MARCH, 1931, at NOON, for the purpose of considering the Directors' Report and Statement of Accounts for the Year ended 31st DECEMBER, 1930.

THE SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 23rd to the 30th MARCH, 1931, Both Days inclusive.

By Order of the Board of Directors,

R. M. DYER,
Chief Manager.

Hong Kong, 17th March, 1931. [475]

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Company's BOARD ROOM, 2nd Floor, ALEXANDRA BUILDINGS, Hong Kong, on TUESDAY, 31st MARCH, 1931, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ended December 31st, 1930, electing Directors and Auditors, and for the Transference of any other Ordinary Business of the Company.

By Order of the Board,

D. L. KING,
Secretary.

Hong Kong, March 11th, 1931. [458]

IF

You still yearn for that taste of real beer which you had at home.

Don't count up the days before you go on leave.

Just ring up:—

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and order a case of

WHITBREAD'S
PALE ALE

'It's THE REAL HOME-SIDE STUFF'!

SOLE AGENTS:—

A. S. WATSON & Co.,
LIMITED.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 26th MARCH, 1931, until TUESDAY, 7th APRIL, 1931, Both Days inclusive, instead of for the period previously notified.

By Order of the Board,

D. L. KING,
Secretary.

Hong Kong, March 21st, 1931. [501]

THE HONG KONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned on THURSDAY, the 26th MARCH, 1931, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the Year ended 31st DECEMBER, 1930.

THE SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 12th to the 26th MARCH, 1931, Both Days inclusive.

JARDINE, MATHESON & Co., Ltd.,

General Managers,
The Hongkong Fire Insurance Co., Ltd.

[410]

UNION WATERBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ANNUAL GENERAL MEETING OF SHAREHOLDERS will be held in the Office of Messrs. DODWELL & Co., Ltd., on TUESDAY, the 31st MARCH, 1931, at 5 P.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st DECEMBER, 1930.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd MARCH to 31st MARCH, 1931, Both Days inclusive.

DODWELL & Co., Ltd.,

General Managers,

[486]

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.45 p.m., stated:—

The anti-cyclone over N.E. China is increasing in intensity. The depression is moving eastward, it is now central to the north of Tokyo. The monsoon will freshen along the S.E. Coast of China.

Local Forecast:—N. to N.E. winds, light to moderate; fine to cloudy.

MARRIAGE.

SCHUMACHER-GILMAN.—On March 17, at Shanghai, CECELIE RUTH, eldest daughter of Mr. and Mrs. P. S. GILMAN, to Mr. Alfred E. SCHUMACHER.

DEATH.

BRYAN.—On March 17, at Shanghai, ELIZABETH BRYAN, aged 60 years, dearly beloved mother of Mrs. J. W. HOON.

Editorial and Business Offices: 11, Ico House Street. Tel. 30251.

Night Editor (Wanchai Office): Tel. 24511.

London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, March 24, 1931.

MR. BROPHY'S FLIGHT.

Mr. G. W. Brophy left Macao on his attempt to fly to Manila as long ago as Thursday morning, and so far no trace of him has been found. The stretch of sea between here and the Philippines is a big place, but the thorough search that has been made by warships and aeroplanes has reduced to a minimum all hope of finding the gallant aviator. Everyone's sympathy will be extended to Mrs. Brophy, and the other members of the family, at this time of tragic anxiety. We can only hope that, like some of the ships posted overdue at Lloyds, Mr. Brophy will duly reach harbour safe and well.

The toll of human life taken by aviation does not seem to diminish. Yesterday another smash in the Chinese air service had to be reported, and in to-day's issue we have to record further fatalities at Panama and at Brooklands, while an Australian plane is reported missing.

These occurrences are distressingly frequent, and it is hardly satisfactory to compare the number of planes now in use and the number of miles flown per diem with corresponding figures for those pioneer times when air fatalities were accepted as inevitable. In the early stages of flying risks were necessary in the furtherance of the science. Many of the casualties occurred in the conduct of experiments upon points that are now solved. What was once a calculated risk, taken for a definite purpose, can now be done with safety.

Most of us remember when Mr. Blériot took his life in his hands and flew across the English Channel. To-day such a flight is hardly more of an adventure than a motor drive of the same distance, and less than a turn round a racing track. Regular services ply over great distances, the machines leaving and arriving with no more to do than a liner or an express train.

There are still, however, the pioneer and experimental flights, and here many of us feel that all is not well. It may seem paradoxical for a newspaper to decry publicity, but it is well to consider how far, at the present stage of development, publicity is not more of a hindrance than a help in the serious business of opening up new aviation routes. Aviation owes much to newspaper publicity. By means of substantial prizes, and generous public recognition of their feats, British aviators and inventors were stimulated by newspapers, notably the *Daily Mail*, to ever increasing effort. The nation at large was aroused, and its support enlisted for all that had to do with flying. Now, however, a position is being reached when humdrum

work has to be done. The lone flight of the adventurer is giving place to organisation of landing grounds, and the careful collection of data about weather conditions and other technical details.

We are, however, still in a transition stage, and flights like those of M. BURTIN and M. MOENCHE, the French aviators, are perpetually in progress. But there is already a certain element of creeping records, for records' sake. The men, and the women engaged upon such enterprises submit themselves to special, and it would seem unnecessary, perils. Many of them have obtained world-wide celebrity. Their admirers class them, perhaps, unconsciously, with film stars, and wait to see what they will do next. The aviator conscious of this public gaze, like an actor, does not wish to disappoint his audience. He knows their impatience, and their speculation as to what he will do next. In that spirit Miss AMY JOHNSON attempted her flight from London to China, via Siberia. She started off without planning what she was going to do, and, most fortunately, was soon persuaded to go back home. If the fans were disappointed, it is to be hoped that they will find another favourite, and leave that gallant and skilful young woman to do work more worthy of her talent than providing publicity. If only Mr. BROPHY could have been content to wait till the weather settled before starting his flight, it might have been successfully accomplished. We do not know why he set out when he did, but the suspicion remains that he was hoping not to try the patience of the public too long.

We understand that his plane had neither wireless nor flares, and that he left when the weather report was by no means auspicious. A heavy responsibility must rest on any who urged the necessary haste in starting. Perhaps the events of these last few days will act as a reminder that aviation is a science and neither a theatrical nor a sporting display.

A GREAT DESERT
EXPLORED.

Those who look at a map will see that Nejd, the heart of Arabia, the province which includes Mecca and Medina, is surrounded by sand deserts stretching from north to south in a semicircle: the Great Nefud, the Little Nefud, and the Rub' al Khali, or Great Southern Desert. The Rub' al Khali, a waste which is 850 miles across in one direction and 650 miles in the other, has hitherto been described as "wholly unexplored." Now, according to the Home papers, Mr. BERTHAM THOMAS, who is Finance Minister to the Sultan of Muscat, has crossed it from south to north, entering at a point on the Arabian Sea and emerging on the Persian Gulf. It is one of the major pieces of modern exploration. No white man, probably no man at all, has crossed this desert before. Its inhabitants, if any, are unfriendly; sandstorms and the threat of mortal thirst have protected it against intrusion. On the other hand, where nothing is known the more may the explorer add to knowledge. Except by surmise nothing is known about the interior of the Rub' al Khali. In the north the Syrian Desert, lying between Syria-Palestine and Mesopotamia, has been "opened up" by the war, and various explorers have disclosed something of the secrets of the Great and Little Nefuds. But the questions that have been asked about the Rub' al Khali have gone unanswered: whether it is the bed of a former great inland sea, with its central sand dunes lying below the level of the present Arabian Sea; whether, as report has it, its depths conceal quicksands and salt marshes; or whether for the whole of its 650 miles from south to north it is nothing but sand and rock, and, if so, what formation these endless sand dunes have assumed under the grinding and transforming winds. To those and many other questions Mr. THOMAS will be able to give the first authoritative answers. In congratulating him on his achievement, we may congratulate ourselves that in this pertinacious quest there are so many places like the Rub' al Khali which have still their secrets to reveal.

★ News and Views ★

The Googly Girl.

The Nottingham girl cricketer whose googly bowling attracted the admiration of R. W. V. Robins, the England bowler, when he saw her in action at the Notts County practice hall recently, is Miss Muriel Lowe, of West Bridgford, Richmond, the Notts and England player, who, like Robins, is a googly expert, says he is "amazed" at her skill.

Minimum Wage.

Johnny had been given the job of sweeping the snow away from his neighbour's front door. The neighbour came to the door and pressed a coin in his hand. Johnny looked at it. Not a word passed his lips. "Now, Johnny," said the neighbour, "what should a little boy say when he has been given a penny for sweeping the snow away?" "Dad says I mustn't use that kind of language," said the boy.

Queen Victoria and the Artist.

Sir William Rothenstein's recollections, "Men and Memories," promise to be the literary event possibly of the year. This is one of the gems. The author, sitting in the Cafe de la Paix with Oscar Wilde, was joined by the late Canon Woodville. Woodville had been painting a picture in which Queen Victoria was portrayed, and related how he received a command to take it to Windsor for inspection. The Queen examined the picture in silence, and then walked towards the door. As she swept out she turned and said coldly, "We are redder than that, Mr. Woodville."

Mr. Walpole's Thriller.

There are one or two interesting points about Mr. Hugh Walpole's new book "Above the Dark Circus." One is that it is a thriller, one imagines, as a recreation in the midst of that immense chronicle of the Harries family, of which one large volume has already appeared, while another is promising. A second point is that it has not been produced as a book until a year after its serial publication in the *Evening Standard*. A third is that the publishers have paid the artist who illustrated the serial, Mr. Leo P. Dowd, the compliment of using one of his pictures for the wrapper of the book, and a very effective wrapper it makes.

Germany's Exports Increase.

Compared with January, Germany's imports for February this year show a substantial decrease while her exports show an increase of over sixty million marks. In February she had a favourable trade balance of over one hundred and fifty million marks.

Royal Forestry.

A lot of good forestry has been started in Windsor Great Park. Not only are many of the fallen elms and stag-headed oaks to be taken out, but extensive replanting is to be done, with especial consideration for the vistas. Fifty years hence holiday-makers may be thanking King George V. for the Windsor trees just as we now bless the memory of King William III. when we enjoy the chestnut avenue at Hampton Court.

A Sartorial Change.

Sartorial authorities of impeccable standing tell of the doom of the double-breasted dinner-jacket. "It is to go—so far as well-dressed men are concerned," runs the ukase. "Few, if any, are likely to make this summer, which will see the return to the dinner-jacket out of ten years or so ago, with a rather larger V-shaped waistcoat opening." The garment in question is something of a hybrid and an unsatisfactory affair. Let us of nights either dress or not dress. In a double-breasted dinner-jacket a man looks as if he were merely wearing a day suit with a black bow-tie—a rather slovenly compromise.

Preserving a Memorial.

Mr. Laurence Binyon's inscription on the British Museum war memorial has gradually been fading under the assault of the London atmosphere. Now it is almost unreadable. The Director has taken the matter in hand and the whole affair is to be done over in gold lettering. The lines of the inscription run: "They shall grow not old, As we that are left grow old, Age shall not weary them, Nor the years condemn. At the going down of the sun And in the morning We will remember them."

★ Local Notes and Events ★

The staff and pupils of Quarry Bay School are holding their Spring Festival party at the school on Wednesday, April 1, at 11 a.m.

The Hong Kong Jockey Club advertise that, owing to congestion in the members' enclosure, the free passes to ladies will be restricted to one per member, as from April 1, 1931.

Among the passengers who arrived yesterday by the s.s. President Pierce was Mrs. McVay, wife of Admiral McVay, Commander-in-Chief of the Asiatic Fleet of the United States Navy.

The three Filipinos who pleaded guilty to having stowed away on the s.s. *Invisible* from Cebu on Friday last, made a second appearance before Mr. Hamilton, at the Kowloon Magistracy yesterday, and were sentenced to six weeks' hard labour each.

Two Chinese were charged with highway robbery before Mr. Schofield yesterday, and on the application of the police, were remanded for 48 hours. The robbery, it is alleged, took place on Friday last, when a contractor's foreman was robbed of \$810.

A slight collision between the s.s. Kiangsu of the China Navigation Company, and the Toyooka Maru, of the N.Y.K. Line, occurred in the Harbour at about 8 a.m. on Sunday. The Kiangsu's stern was slightly damaged while the Toyooka Maru was slightly damaged near the bow.

A caution was administered by Mr. Schofield on a student of King's College who was brought before his Worship on a charge of playing football in Lan Fat Street, Wanchai. It was stated in Court that when the Chinese constable warned the youth about playing football in the street the latter laughed at him.

A Chinese, Leung Shing, appeared before Mr. Hamilton, at the Kowloon Magistracy yesterday, on a charge of theft, of a watch and a sum of money, the property of Lieut. Henri Bergot, of the French cruiser *Waldeck Rousseau*. On the application of the police, the defendant was remanded until to-morrow.

Two Indian watchmen, Ranat Allah and Majid Allah, and a Chinese named Ho Ka Wo, living at 11, Parko Street, Yaumatei, were admitted into the Kowloon Hospital on Saturday, the two first-named in a serious condition, as the result of drinking tea which is believed to have contained some poisonous substance.

Two Chinese appeared before Mr. Schofield at the Central Police Court yesterday on charges of unlawful possession of large quantities of opium on the waterfront. One man, who had 20 bags of prepared opium tied to his body, was fined \$2,400, while the other, who had 11 bags strapped to him, was fined \$1,300.

A consignment of 3,000 human skeletons arrived in the Colony from Haiphong on the *Albert Sarraut* on Saturday. These skeletons are the remains of Chinese emigrants to Tonkin. The bones were exhumed recently and are being sent back to China for interment with proper "funeral" rites. This consignment is the first of three consignments that are being sent back to China.

The case in which two Pathans charged with inflicting grievous bodily harm on three other Indians during an incident which occurred in January in Wanchai was mentioned before Mr. Schofield at the Central Magistracy yesterday. His Worship fixed April 1 for the hearing of the case. "A very good date for this case," commented Mr. F. C. E. Rendall, who is representing one of the parties.

A daring highway robbery was reported to the Police on Sunday by a coolie foreman living at the Cheung Fat boarding house. While he was walking along the waterfront on the Praya on Sunday night he was stopped by five or six men who had the appearance of water-front searchers, but who, in fact, were footpads. These men divested their victim of a gold watch and chain with several appendages and a small sum of money, the total loss amounting to something in the vicinity of \$300.

SUMMARY OF NEWS

Local.

Police Reserve Orders. Page 11.
St. George's Society report. Page 6.

St. Joseph's College prize-giving. Page 7.
H.E. the Governor laid the foundation stone of the new Po Leung Kuk yesterday. Page 7.

Interesting legal points dealing with the rights of local Courts to try persons accused of piratical acts on the high seas were raised in the Full Court yesterday as the result of the jury's verdict of guilty against the twelve Chinese who were recently on trial. Page 11.
To-day's wireless programme. Page 3.

Shipping intelligence. Page 12.

Sport.

Week-end golf results. Page 10.
Yesterday's tennis results. Page 10.

Junior Cricket Notes: By L.B.W. Page 10.
In the first game of the triangular rugby contest, the Army beat the Navy. Page 10.

Latest Cables.

Burtin and Moenche are planning to hop off from Tokyo on the 26th inst. on their return flight to France, following the same route as they came. Page 9.
Painful scenes were witnessed during the rescue work on the wreck of the "Royal Scot" ex-press, which left the rails near Leighton Buzzard, resulting in six killed and nine seriously injured. Page 9.

Miss Dorothy Lang, daughter of the well-known Scottish shipper of Greenock, has died as the result of shock sustained through having her leg amputated in extricating her from the wreck of the "Royal Scot" express. Page 9.

Official circles in Berlin are unable to understand the excitement in the European capitals over the Austro-German Tariff Convention, as it is contended that neither of the contracting parties has violated any of the obligations of both to retain their entire economic and political independence. Page 9.

Official circles in Berlin are unable to understand the excitement in the European capitals over the Austro-German Tariff Convention, as it is contended that neither of the contracting parties has violated any of the obligations of both to retain their entire economic and political independence. Page 9.

Looking Back 25 Years.

We are glad to learn, and the public will share the rejoicing, that the entertainment of the Japanese and French naval visitors is not to be merely a cut-and-dried official affair. A meeting of some leading residents was convened on Thursday night by Sir Paul Chater in his office, to decide what the unofficial section of the community could and might do to make the visit of the Japanese and French fleets as pleasant as possible. The following Provisional Committee was formed: Hon. Sir Paul Chater, Hon. Mr. C. W. Dickson, Hon. Mr. R. Shewan, Hon. Mr. Gershom Stewart, Hon. Mr. J. R. M. Smith, D. R. Lane, A. Babington, A. G. Wood, A. H. Rennie, T. P. Cochrane, D. Nisim, L. G. H. Modhurst, H. N. Mody, E. A. Hewitt, T. F. Hough, Sir Paul Chater was elected Chairman, Mr. J. R. M. Smith, Hon. Treasurer, and Mr. Gershom Stewart, Hon. Secretary.—*Hong Kong Daily Press*, March 24, 1906.

Looking Back 50 Years.

An important and highly interesting article on "Transit Passes in the Province of Kwangtung" deserves the thoughtful perusal of all those engaged or interested in commerce in this Colony. The writer calls attention to a fact that has clearly been overlooked, through causes which he explains, and that has seriously crippled the trade of Hong Kong. The Authorities at Canton have, not unnaturally, regarded from a Chinese point of view—taken advantage of the supineness of the Hong Kong community, and neglected to afford the facilities for the transit of foreign goods stipulated for in the Treaty of Nanking. We have long been wishing for the opening of China to trade, and yet, strange to say, here in Hong Kong, we have neglected to claim the privileges granted by treaty, while the Kwangtung Authorities, forsooth, construe that neglect into repudiation and act accordingly.—*Hong Kong Daily Press*, March 24, 1931.

TOKYO-PARIS
FLIGHT.FRENCH FLIERS' RETURN
JOURNEY.

[THROUGH REUTER'S AGENCY.]

Tokyo, Mar. 23.
Bartini and Mouché are planning to hop off on the return flight to France on the 26th inst., weather permitting.
The aviators will follow the same route as they came to Tokyo.

CHINESE IN BROOKLANDS
CRASH.PASSENGER AND OWNER
INJURED.

[THROUGH REUTER'S AGENCY.]

London, Mar. 22.
A Chinese named Alfred Yeakoh Wong was seriously injured through crashing in a private aeroplane at Brooklands aerodrome to-day.
The plane was piloted by an Indian, T. H. Dastur.
It is understood that the owner of the machine was also slightly injured.

AUSTRALIAN PLANE
DISAPPEARS.TWO PILOTS AND FIVE PAS-
SENGERS ABOARD.

[THROUGH REUTER'S AGENCY.]

Melbourne, Mar. 22.
Anxiety is felt in regard to the fate of the National Airways machine with two pilots and five passengers aboard which has been missing somewhere between Sydney and Melbourne.
The aeroplane was last sighted at 3.30 p.m. yesterday at Wangaratta, 145 miles north of Melbourne, flying towards the mountains.
Five planes searched for her all day long without result.

AMERICAN AEROPLANE
CRASHES IN PANAMA.TWO AIRMEN DROWNED IN
CANAL.

[REUTER'S AMERICAN SERVICE.]

New York, Mar. 22.
Two United States airmen were drowned in the Panama Canal to-day when their machine crashed.

YUNNAN SITUATION NOW
NORMAL.EXPEDITING MILITARY
REORGANISATION.

(Chin Wan Yat Pao.)

Nanking, Mar. 23.
Marechal Chiang Kai Shek has wired to Yunnan instructing General Lung Yun, the leader of the Provincial Government of Yunnan, to expedite the military reorganization and disbandment plan in Yunnan, and stating that the four Generals who had recently attempted to resist the disbandment of those mercenaries under their respective commands should be sternly reprimanded.
According to a report from Yunnan, the political situation in Yunnan has become normal with the return to the provincial capital of General Lung Yun.

AMERICAN WHEAT-CROP.

NO GOVERNMENT STABILISA-
TION OF PRICES.

[REUTER'S AMERICAN SERVICE.]

Washington, Mar. 22.
The Farm Board has warned the wheat farmers that no Government stabilisation of prices will be attempted in connection with the 1931 crop.
In issuing the warning, the Chairman of the Board again emphasized the necessity of limiting the domestic production to meet the demand.
The Board did not indicate any change of policy regarding 1930 wheat, which is now being stabilized by purchases of the surplus stocks, and did not make any mention of its intentions in connection with the cotton crop, of which large stabilisation purchases have already been made.

ALL-INDIA CONGRESS
AT KARACHI.IMMINENT EXECUTIONS
UNSETTLE PLANS.

[THROUGH REUTER'S AGENCY.]

Karachi, Mar. 22.
The news of the imminence of the execution of three men who were sentenced to death in connection with the Lahore conspiracy case is unsettling the arrangements for the All-India Congress, which is to open here on Tuesday.
Pending the result of the applications on behalf of those condemned, which are to be made by the Indian Defence and which the High Court will hear to-morrow, the Address of Welcome by Dr. Gidwani, the chairman of the reception committee, which had been prepared on the assumption that the sentences would be commuted and which urged participation in the Round Table Conference, has been held over.
If the sentence is carried out, Dr. Gidwani will advocate the rejection of the idea of co-operation in the Conference.

An Association Press message stated that Gandhi, in a speech at Bombay, declared that Congress at Karachi would reassert the resolution adopted at Lahore last year, declaring for unequivocal independence.
He added that the party's delegates at the next Round Table Conference would make the same demand.

DISARMAMENT IN
THE AIR.BRITAIN FIFTH IN LIST OF
AIR POWERS.

ESTIMATES BEFORE HOUSE.

London, Mar. 17.—Without the formality of a recorded vote the House of Commons to-night approved the air estimates as submitted and defended by Lord Amulree, the Secretary of State for Air.
The estimates provide for an expenditure of £18,100,000. They were approved after the Conservatives, headed by Sir Samuel Hoare, and the Liberals, headed by Sir Herbert Samuel, had reversed their usual role of condemning the Government's alleged extravagance. They attacked the estimates as insufficient to provide Britain with an adequate air defence in view of the greatly superior strength of the Italian and French air forces.
Sir Herbert and Sir Samuel also urged larger expenditures for the support of civil aviation as a reservoir from which to draw pilots and machines in the event of war. They have, when their respective parties have been in power, been charged with the administration of Britain's air forces.

Greatest Economy.

Mr. Frederick Montague, Air Under-Secretary, in supporting the £18,100,000 appropriation for the air service, reviewed the past year and the progress that has been made by British aviation. He emphasized that the Government is exercising the utmost in economy and he declared that by the end of 1931 Britain will have 42 squadrons with an approximate first-line strength of 400 aircraft. Of this number, Mr. Montague said, only 60 per cent. will belong to units in the regular air force.
"Actually," Mr. Montague told the House, "we shall have ten squadrons fewer than provided for in the original scheme for air defence which was promulgated in 1923 for completion by the end of 1930. Great Britain to-day stands fifth in the first-line strength among the world's air powers. Moreover, our strength is more widely distributed and it must bear a bigger responsibility abroad."

No Race in Air Armaments.

"The current British air expenditure is approximately one per cent. below that of 1925 whereas the French expenditure has increased from 130 to 140 per cent. The Italian air expenditure in the same period has increased 40 per cent. and that of the United States has increased 150 to 160 per cent.
"Great Britain has no desire to indulge in a race for air armaments, and she anticipates substantial results from the world disarmament conference of 1932," Mr. Montague concluded.
After the Air Under-Secretary's speech the spokesmen for the Conservatives and the Liberals made their attack on the air estimates on the grounds of their being inadequate and then the Commons proceeded to give its approval.

AUSTRO-GERMAN
CUSTOMS PACT.INFRINGEMENT OF GENEVA
PROTOCOL.

[THROUGH REUTER'S AGENCY.]

Vienna, May 22.
A move by three Continental Powers apparently to torpedo the proposed Austro-German Customs Union occurred yesterday when the diplomatic representatives of France, Czechoslovakia and Italy called upon Dr. Schuler, the Foreign Minister, and pointed out that the conclusion of such a union would infringe the Geneva Protocol of October 4, 1922.

The Protocol was signed on the League of Nations' undertaking to lend Austria 600,000,000 gold kroner for the rehabilitation of the country.
Britain and the three countries mentioned guaranteed 80 per cent. of the loan.
The Protocol was drawn up to protect Austria's independence, Italy, for instance, having suggested that control should be exercised by the guarantors and not by the League.

Nineteenth Century History
Repeating Itself.

Paris, Mar. 23.
Distinct fears of a repetition of nineteenth century history when a Customs Union proved to be a precursor of a political union between Austria and Germany, are being expressed by the newspapers, which regard the new Austro-German agreement as the edge of a wedge to be driven through the article of the Peace Treaty forbidding an Austro-German political union, except with the agreement of every member of the League Council.

Several evening journals speak as though the Anschluss (union) were more or less accomplished. The Journal des Debats adds dramatically: "And Anschluss means Mittel-Europa."

Hectic Activity Expected.

M. Briand has been busy all day long in diplomatic exchanges, a foretaste of the hectic activity expected in the near future.

Austro-German Economic and
Political Independence Intact.

Berlin, Mar. 23.
Official circles are unable to understand the excitement in European capitals over the Austro-German Tariff Convention.
It is reiterated that the agreement does not conflict with existing obligations, but is the first step towards the economic unity of the United States of Europe, of which M. Briand is an ardent propagandist.

Hitherto there have been no protests by foreign Powers here, and none are expected in official quarters, as it is contended that neither Austria nor Germany has violated any of the obligations of both to retain their entire economic and political independence.

JAPANESE INVASION OF
EGYPT.SILK CHEAPER THAN
BRITISH COTTON.

Sheffield, Mar. 17.—Speaking before the Sheffield chamber of commerce on the observations of the recent British trade mission to Egypt Sir Arthur Balfour to-day devoted special comment to the Japanese invasion of the Egyptian market.
"The Japanese are selling silk articles in Egypt at a lower price than can be obtained for Manchester's finest cotton textiles," Sir Arthur said. "Unfortunately this possibility was never foreseen when the tariffs were created and under which Manchester goods made from Egyptian cotton are actually higher in price than silk."

Sir Arthur said that British manufacturers must make a more intensive study of Egyptian requirements if they expect to compete successfully against French, Italian, Greek and Japanese products.

COMMUNITY CAFES FOR
RUSSIA.U.S. ENGINEERS TO BUILD
PLANT.

Chicago, March 17.—Mr. Owen Weber and eleven other engineers specializing in restaurant and kitchen equipment to-day started a journey from Chicago to Soviet Russia where they will build twelve community eating houses in the principal cities.
The community eating houses which the American engineers are to construct in the land of the Communists will have a combined capacity of 500,000 meals a day.
Mr. Weber and his party some time ago were invited to begin their work in Russia by the Moscow Government. The United Press learns: A number of domestic science teachers are accompanying Mr. Weber. They will instruct the Russians in cooking and the modern methods of preparing food for human consumption.

LINER MONTCLARE
REFLOATED.NO SERIOUS DAMAGE
SUSTAINED.

[THROUGH REUTER'S AGENCY.]

London, Mar. 22.
The Canadian Pacific liner Montclare, which ran aground in a fog in the Firth of Clyde, has been refloated.
A preliminary examination reveals that the vessel has not been seriously damaged.

MISSION RE-UNION
AT WENCHOW.BANDITS AND CHINESE
CHRISTIANS.

[FROM OUR OWN CORRESPONDENT.]

Wenchow, Chekiang, Mar. 13.
At the time of writing Wenchow is enjoying its third day's burst of Spring sunshine; of blue skies and foliage, answering the wooing of the genial breezes from the warm Pacific. "The cock's shrill claxon" heard on these glorious mornings has an added intensity as it endeavours his utmost to emulate the joyous song of the mellifluous blackbird or the adoring warbling of Browning's "wise thrush" who "sings each song twice over."
Let you should think he never could recapture

"The first fine careless rapture." Fullblown pansies, shimmering crocuses, and abundant incense-breathing wall-flowers are now in full dress apparel in our gardens making us exiles yearn for the home-land as Browning sensed it in the month of April.

Last week the members of the Methodist Mission, and earlier those of the China Inland Mission, would have been doubly glad of such weather, for hundreds of representatives to the Annual District Meetings held in this city had to meet during day after day of almost incessant rain and raw weather. But unaccommodating as climatic conditions were for the former mission especially, it was gratifying to the organizers of the meetings to find such a very large attendance, members having come in some instances from churches two or three days distant. Encouraging was the sight of such a large array of young Chinese countrymen representing their churches far and near. The writer whose acquaintance with these annual meetings goes back 24 years does not remember such a series of meetings here where the youthful element was so strong. That the Church is not without strength is evidenced not only by this fact, but also by the fact that in spite of years of widespread murder, incendiarism and wholesale rape, the numbers are down from last year by only eight. The reports were mostly very encouraging and especially to know that some of the districts, inaccessible on account of banditry and Red pugnacity, by foreigners for some years, are now pronounced quiescent enough to admit of foreign visitation. Rev. F. and Mrs. Worley, of the C.I.M., have gone up-country in pursuit of their work for about a month. The Misses Simpson and Doidge, B.A., of the Methodist Mission are 25 miles away south holding Bible Classes for dozens of women, and on Christian Endeavour Work.

The Homing Instinct!

At the recent annual meetings referred to one of the Pastors reporting the condition of his district, told of a Christian family there living on the hills which was raided by bandits. A youth, their son, was seized and carried off bound, and the household poultry were also taken. During the brief period of his captivity, he employed some of his time in prayer, and managed to free himself of his bonds, then made his escape, returning to his home. Whether it was that the ox by its noise proved too dangerous a possession or for some other reason was found too troublesome, did not transpire, but the ox also found its way home, and eventually so did the chickens. Another pastor told of a tiny little hamlet, perched on the very brow of a precipitous hill known to a correspondent, being also attacked and a Christian family there lost all their food, clothing and other articles of daily use. The local pastor helped them in their extremity with a gift of several dollars which the recipients subsequently repaid him.

G.M. Ship's Adventure.

The China Merchants' s.s. Kwangchi was two days overdue on its trip from Shanghai last week, it having had to go to the rescue of the crew of the same company's s.s. Hainan wrecked in the vicinity of Guttsell, whence it is said, the news was wireless by the lighthouse keeper.

(Continued at foot of next column.)

SCOTCH EXPRESS
DISASTER.SIX PERISH AND NINE
SERIOUSLY INJURED.

[THROUGH REUTER'S AGENCY.]

London, Mar. 22.
It was the crack express "Royal Scot" which jumped the metals near Leighton Buzzard to-day. The engine and three coaches were completely wrecked, and 12 of the following coaches also jumped the rails.
An official statement issued by the company announced that six persons were killed in the disaster, including the driver and the fireman. Nine others were very seriously injured and a number were less seriously hurt.

Dramatic Rescue Work.

London, Mar. 23.
By the light of acetylene flares the rescue work was continued till last night on the twisted wreckage of the "Royal Scot," the fastest train in the world, which achieved the record on the non-stop run from London to Glasgow, a distance of 400 miles, in 1928, and recently attained a speed of 90 miles an hour.

Passengers Imprisoned.

The express yesterday was approaching a speed of 70 miles an hour when the engine reared like a horse and slithered on its side with a shrieking hiss, while the carriages piled up like a contorted snake, imprisoning the passengers for many hours.
Hefty rescuers wielding hatchets and crowbars and mechanics operating oxy-acetylene apparatus sliced the girders to release the sufferers, and the surgeons used saws and knives.

Dying Passenger's Fortitude.

In one case the workers spent three hours trying to reach a man who sipped brandy and expressed his gratitude for their efforts and finally died. His body still remained unextricated and unidentified.

Tragic Birthday Celebration.

Mrs. Margaret Lang and her daughter Dorothy were kept alive with oxygen for a similar period. Miss Dorothy Lang's foot was amputated before it was realised that it was her eighteenth birthday.

Sir George Saltmarsh Killed.

The fatalities include Sir George Saltmarsh who was identified by means of the papers in his pocket.

The late Sir George Saltmarsh was a member of the Hertford County Council and a J.P. for Herts. He was an original member of the Port of London Authority, and a member of the Executive Committee to deal with certain Prize Court cases in 1914. He was also a member of the Indian Wheat Committee in the following year, and Director of Grain Storage in 1916, a member of the Grain Supplies Committee, Vice-Chairman of the Allied Wheat Purchasing Commission on Wheat Supplies, of which he became Vice-Chairman. He was one of the British representatives on the Wheat Executive.

Death of Miss Dorothy Lang.

Miss Dorothy Lang, aged 16, of Greenock, whose leg was amputated before she could be released from the wreckage of the "Royal Scot" express, has died.

The deceased's father is the well-known Scottish shipper. The death-roll is now six. It was at first learned that an unknown passenger was among the dead, but it is now believed that he has been accounted for.

A Narrow Escape.

News was received yesterday from Miss Simpson of the Methodist Mission that she had a very narrow escape from possible drowning on her trip down south. Arrived by canal steam launch at her destination for ten days, she had taken her seat in a ricksha when the coolie pulling her got into a quarrel with another, and in his anger loosed his hands whereon the ricksha went up backwards, and Miss Simpson only saved herself from immersion in the deep canal over the side of which she hung by getting hold of a post near. She could not extricate herself, but happily a Chinese came to her aid and liberated her. Last year owing to trouble with a recalcitrant pupil in their school, the Seventh Day Adventists had to close it. The local Chinese Press a week or so since reported that the Education Authorities now refuse to allow them to reopen unless it is re-registered.

Good Schooling.

The Methodist Theological Institute has reopened after the winter vacation, the students are again working vigorously. They have a high standard to live up to for during the past year's examinations the four students examined gained total percentages respectively of 84, 80, 89 and 93 for the eleven subjects taken.

CRUISE OF THE
NAUTILUS.SUBMARINE TRIP TO
NORTH POLE.

[REUTER'S AMERICAN SERVICE.]

New York, Mar. 22.
A sorrowful start to her remarkable Polar expedition has been made by the Nautilus, which arrived at Brooklyn to-day with her flag flying at half-mast.
It was learned that the crew were in mourning for the quartermaster, named Grimmer, who was swept overboard and drowned in the course of the trip from Philadelphia to New York.
The Nautilus has come to New York to be formally christened by Mr. Jean Jules Verne, the grandson of the famous French author of "Twenty Thousand Leagues Under the Sea."

START OF PERILOUS
VENTURE.

Camden, N.J., Mar. 10.—Aboard the submarine in which he hopes to make the first undersea voyage to the North Pole Captain Sir Hubert Wilkins, the famous Australian Arctic and Antarctic explorer, to-day sailed away from Camden for the Brooklyn Navy Yard.

At Brooklyn Sir Hubert and the members of his crew will receive the co-operation of the United States Navy in making final preparations for the voyage to the Polar regions. After the work at the navy yard has been completed Sir Hubert will cruise in his submarine to Providence, Rhode Island, where Mr. Jean Jules Verne, the grandson of the famous author of fantastic tales, Jules Verne, will christen the polar undersea ship the Nautilus.

Base at Spitzbergen.

The christening performed, the Nautilus, with Sir Hubert and his men aboard, will sail to London and thence to Spitzbergen, where they will make their base. From the Spitzbergen base they will thoroughly explore the polar ice cap, attempting to cruise beneath the top of the world as far as it is possible to go under water.

Sir Hubert and others have travelled both the North and South polar regions by aeroplane, but never before has a journey under the ice been attempted. Sir Hubert's effort is fraught with danger, but he believes that he can reveal new chapters of hitherto hidden scientific knowledge.
The Nautilus has been lent to Sir Hubert by the United States navy, which is rendering all possible aid in behalf of the Australian explorer's effort to take a submarine to the top of the world.
It is expected that several months must pass before the effort of Sir Hubert is successful. Careful study of marine conditions over a wide area must be made even after the Spitzbergen base of the Nautilus has been established.

Anchor in White Goose Bay off
Shameen.

Tonight at 7.30 Vice-Admiral Kelly will be the guest of honour at a banquet to be given by General Chen Ming Shu, General Chen Tsi Tong, and Mayor Lin Yun Koy in Government House. All the members of the Consular Body in Canton are also invited.

VICE-ADMIRAL SIR
HOWARD KELLY.LAVISH HOSPITALITY
AT CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, Mar. 23.
Vice-Admiral Sir Howard Kelly, Commander-in-Chief of H.B.M. Squadron in China, who arrived in Canton last Saturday on a visit, is being feted by the local authorities.

When the British gunboat carrying the Vice-Admiral entered Whampoa, the gunboat Chuangshun fired a salute, to which the British gunboat replied.

After an exchange of greetings with Commander Chan Tik, Vice-Admiral Kelly was escorted to the Chungshan, in which gunboat he came to Canton.

Upon landing at the Government wharf at Tin Tze Ma Tau, the distinguished visitors were taken to the Canton Naval Headquarters.

The naval band at the wharf added further warmth to the welcome of the Canton Government and the detachment of picked Marines standing on guard made the occasion all the more dignified. After a rest the distinguished visitor was escorted to the Victoria Hotel on Shameen, where he is staying.

Yesterday morning at 10 o'clock Vice-Admiral Kelly and his staff were the guests of honour at a luncheon given by General Chen Ming Shu, General Chen Tsi Tong, and Mayor Lin Yun Koy in the Tsoi Si Club in Tungshan. Practically all the high officials of the Canton Government were present.

In the evening, the British Vice-Admiral was the guest of honour of Admiral Chen Chak, Commander-in-Chief of the Canton Navy, at an elaborate banquet given in the Naval Headquarters.

The British visitor, accompanied by his staff, H.B.M. Consul-General Herbert Phillips and other members of the British Consulate in Canton, proceeded to the banquet in several automobiles, and were greeted by Admiral Chen Chak and others.

During the course of the banquet Admiral Chen Chak, as host, delivered a short speech of welcome, saying, among other things, that he was exceedingly glad to have Vice-Admiral Sir Howard Kelly and his staff visit Canton. The occasion was looked upon as an opportunity for strengthening Sino-British friendship. Ever since the establishment of the Central Government at Nanking, he went on, Great Britain has been most sympathetic and helpful towards China's programme for reconstruction. Great Britain has also extended a helping hand in the matter of making the Chinese Navy more efficient.

In concluding, Admiral Chen Chak lavished unstinted praise upon the guest of honour, saying in substance that the British Government is to be congratulated upon having him in its service.

Vice-Admiral Kelly replied, thanking his host heartily for the hospitality shown him.

To-day at noon Vice-Admiral Kelly invited General Chen Ming Shu, General Chen Tsi Tong, Admiral Chen Chak and others to luncheon on board his flagship at (Continued on previous column.)

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ADVERTISEMENTS.

THE HONG KONG JOCKEY CLUB.

OWNERS desiring CLASSIFICATION of their PONIES for the RACE EXTRA MEETING must Notify the SECRETARY by N O N on TUESDAY, 21st MARCH, 1931, stating Names of Ponies to be Classified.

By Order,
C. B. BROWN,
Secretary.

THE HONG KONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the SECOND EXTRA RACE MEETING to be held on SATURDAY and MONDAY, 27th and 28th APRIL, 1931 (Weather Permitting), may be obtained at the RACE COURSE, HONG KONG CLUB, and OAKWATER BAY STABLES. Entries CLOSE at 12 O'clock NOON on THURSDAY, 26th MARCH, 1931.

THE HONG KONG JOCKEY CLUB.

OWING to Congestion in the Members' Rosters, the FREE PASSES to LADIES will be RESTRICTED to ONE Per Member as from the Commencement of the Club's Financial Year—1st APRIL, 1931.

By Order,
C. B. BROWN,
Secretary.

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U.S. SENATOR'S TRIP TO CHINA.

INVESTIGATION OF TRADE AND SILVER.

A SUPPORTER OF CONFERENCE.

Hampton Roads, March 17.—To make a thorough investigation of conditions in China arising from depressed silver values, Senator Tasker L. Oddie, Republican of the silver-producing state of Nevada, sailed from this port today.

Senator Oddie, in China, will investigate the relation of depressed metal values to trade between China and the United States and other countries. He will also investigate trade conditions in Japan.

On route to Shanghai Senator Oddie will stop at Honolulu, Guam and Manila. In the Philippine Islands he will attempt to determine the merits of the demands of the Filipino people for independence. His journey will take Senator Oddie through the Panama Canal to California and thence across the Pacific ocean.

Information for President.

Since the 71st Congress adjourned since the Senator Oddie has remained in Washington to assist Senator Key Pittman, Democrat of Nevada, in supplying to President Hoover information bearing on the request of the Senate that the President take action to prevent fluctuations in the silver market and that he call an international conference to study the uses of silver as money. As yet there is no indication as to what action the President intends to take on the Senator's silver resolutions.

Senator Oddie is interested in having a silver stabilization conference convened. In China he will also attempt to determine the reaction of the National Government at Nanking to proposals that an international white metal pool be created for the purpose of advancing a huge silver loan to China. Among his constituents Senator Oddie numbers many persons who are vitally interested in the silver industry.

For some time before the beginning of his political career Senator Oddie was interested in mining operations in Nevada.

U.S. OIL RESTRICTION.

ANY AGREEMENT VIOLATES ANTI-TRUST LAW.

Washington, March 17.—Any agreement among American petroleum producers to restrict American oil production or to limit the importation of oil into the United States from abroad will constitute a violation of the federal anti-trust laws, Senator William E. Borah, independent Republican of Idaho, declared today.

Senator Borah expressed belief that only Congressional legislation to control production and importation of petroleum will effectively solve the problems confronting the American oil industry without violating the federal laws.

Officials of the Department of the Interior as well as a committee of representatives of the independent oil producers are seeking ways and means of protecting the American industry. A survey of the entire oil industry is to be made this summer under the auspices of the Department of the Interior. In the next Congress the independent producers are to renew their agitation for an embargo against importation of petroleum from abroad. Or they will demand a high protective tariff on petroleum and petroleum products.

At the request of the Waichiao, says the Chinese Press the Administrative Yuan has instructed the Ministry of Finance to set aside \$17,000 for the purpose of bringing back from France to China the native labourers who went to Europe during the Great War. Many of these native labourers, says the Chinese Press, are now jobless in France.

LAW ON PIRACY.

INTERESTING POINTS RAISED IN FULL COURT.

OUTCOME OF JURY'S VERDICT IN PEDRO BLANCO AFFAIR.

Legal points as to the jurisdiction of the local Court and whether accused could be convicted of piracy in circumstances where no robbery had occurred were argued in Full Court yesterday before Mr. Justice Wood and Justice Lindsell.

The legal argument in the outcome of the jury's verdict of guilty brought at the February Criminal Sessions against twelve Chinese who were, according to the Crown case, the occupants of two junks which chased another junk off Pedro Blanco where the pursuers were rounded up by the s.s. Hang Sang and Sochow. Sentence was postponed pending the decision of the Full Court on the point raised.

At the Full Court hearing, the Attorney-General (Hon. Mr. C. G. Alabaster, K.C., O.B.E.) together with Mr. Somerset Fitzroy appeared for the Crown. Mr. Hin Shing Lo, instructed by Messrs. Wilkinson & Grist, was for the prisoners who were accommodated in the dock.

In opening the legal arguments for the defence, Mr. Lo said that the claim of the prisoners to be acquitted on an equitable hearing could not in any way be affected by the adverse verdict returned by the jury because they were not indicted for actual robbery committed upon the high seas.

The indictment against them was that on January 4, 1931, with force and arms upon the high seas, they assaulted and put in fear of their lives Chung Ma Yat and other mariners in cargo junk No. 203V (Hong Kong licence) with intent to take away the said junk, tackle and cargo from the owners, and to steal it.

That indictment, he continued, was not brought in until the original indictment, containing three counts, had been quashed on the ground that it was defective, as it did not disclose any offence known to the law of nations or any local crime. It was true that the final indictment disclosed an offence known to the Colony's local laws, but his submission would be that the alleged offence did not amount to piracy as held by the law of nations.

Three Essential Ingredients.

Mr. Lo went on to say that there were three essential ingredients which must be alleged and proved in order to establish piracy as alleged against prisoners. They were (1) assault, (2) those who were robbed were put in bodily fear of their lives, and (3) the ship, its cargo, or any member of its crew, or passengers, were seized, taken or carried away in the presence of those or from those persons who were actually in charge of them.

Mr. Justice Wood: Are you saying it is essential that the ship itself must be seized?

Mr. Lo: That is my submission.

Mr. Justice Wood: Whatever else happens, the ship must be seized.

Mr. Lo: At least control of the ship must be taken over by the alleged pirates, but it is not necessary that the ship must be taken away.

Counsel continued that to prove or maintain the indictment of piracy by the law of nations, those three ingredients must not only be alleged in the indictment, but must be proved, as nothing short of those ingredients amounted to piracy. It was not sufficient to allege and prove one or two of those ingredients, but they must all be proved.

Definition of Piracy.

Piracy, as defined by a Court of prominent judges, was only a set term for robbery, piracy being robbery committed within the jurisdiction of the Admiralty. If any man was assaulted within that jurisdiction, and his ship or goods violated and taken away without legal authority, then that was robbery and piracy. If any mariners of any ship violently dispossessed the master and afterwards carried away the ship, or any goods or tackle, furniture, etc., with violence, within the jurisdiction of the Admiralty, then that was also robbery and piracy.

That definition, said Mr. Lo, should be given the greatest weight, because it was the opinion of many distinguished judges, who sat for the express purpose of ascertaining the law of piracy. That definition had been quoted very extensively by practically every writer on the subject.

After quoting authorities on the point, Mr. Lo submitted that the prisoners had not committed an offence which came under the jurisdiction of the local laws.

HONG KONG POLICE RESERVE.

(ORDERS ISSUED BY THE HON. MR. E. D. C. WOLFE, C.M.G., INSPECTOR-GENERAL OF POLICE.)

Appreciation.

The Hon. Inspector General of Police wishes to record his thanks for and appreciation of the services rendered by members of the Flying Squad in performing special duties at the Race Course during the Annual 'Spring Meeting', between February 23 and March 7.

General.

Revolver Practice.—There will no revolver practice at the Kennedy Road Range to-morrow.

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held as usual to-day at 5.30 p.m. All members of the Chinese Company and of the Flying Squad who have not yet passed Part II. of Training Course should attend.

Chinese Company.

Probationers.—The following probationers are specially required to attend the Police Training School, and Squad Drill at the Central Police Station on Tuesdays and Thursdays, respectively: R09 Frank Chew, R74, Ho Kwai Hung, R31 Lam Man Kit, R30 Luk Kang Cheung, R09 Pong Kwok Tin, R5 Tsai Long Shan, R08 Edward E. Tip, R64, Silver Pong and R31 Kwok Shui Cheong.

Squad Drill.—All recruits of the Chinese Company will attend Central Police Station for Squad Drill on Thursday, at 5.30 p.m. under L.S. R33 Tso Chi On.

Indian Company.

Leave.—Constable R230 Hassan Din returned from leave on March 14.

Flying Squad.

Squad Drill.—All recruits of the Flying Squad will attend at Police Headquarters for Squad Drill on Thursday, March 26, at 5.30 p.m. under L.S. R33 A. W. Mooney.

The weekly instructional patrol of the Kowloon Section will take place to-day. Fall in at Tsim-tai-tai Fire Brigade Station at 5.30 p.m. sharp. Dress: Winter uniform and cap with white cover.

The final instructional patrol of the month of the Hong Kong Section will take place on Friday and all members should take part in this patrol. Fall in at Central Police Station at 5.15 p.m. sharp. Dress: Winter uniform and cap with white cover.

Sharpshooters' Company.

Miniature Range Practice.—The Company Rifle Club will hold the regularly weekly practice on the Miniature Range on Thursday, at 5.15 p.m.

(Sgd.) D. L. KING,
D.S.P. (R.).

dictation of the Court, and that the indictment was wrong in that no practical act with violence had taken place. On these grounds and the strength of the cases he had cited he asked for the acquittal of the prisoners.

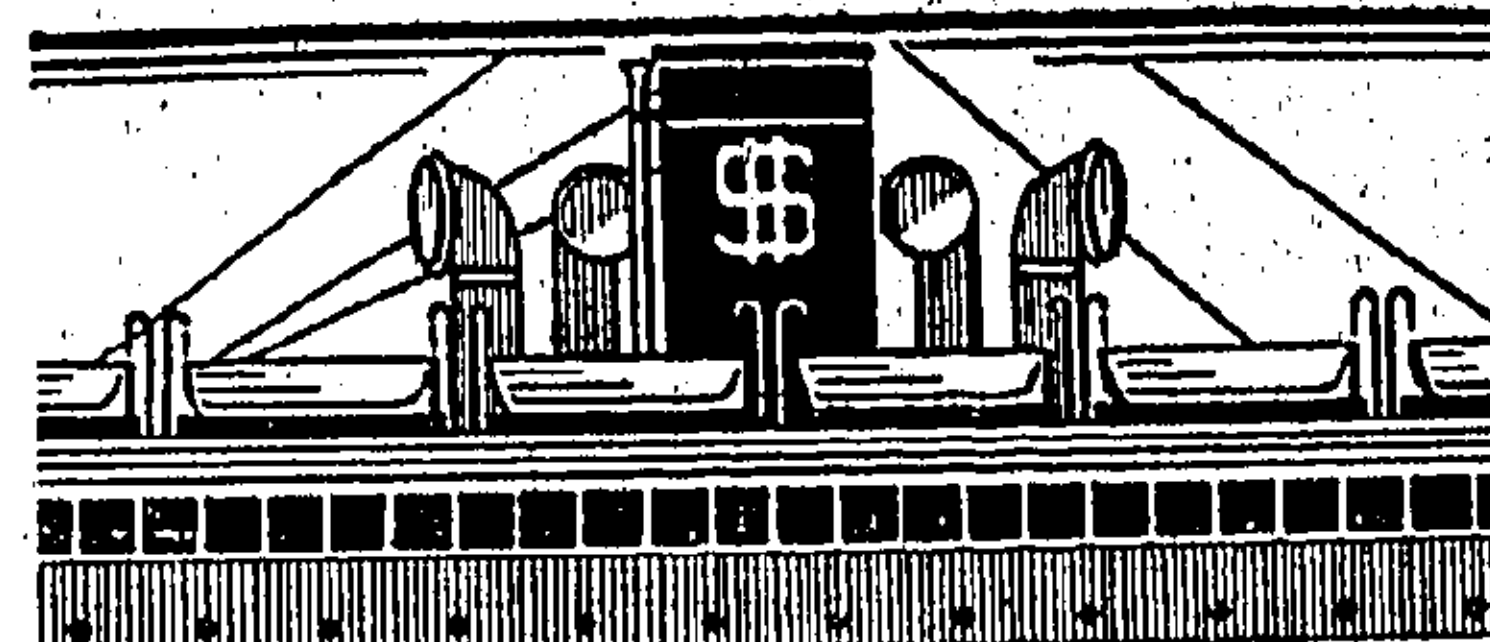
Question of Jurisdiction.

The Attorney-General, replying for the Crown, said that the accused had been rightly convicted, and it was his duty to argue the case on behalf of the Crown. Dealing with the point as to what constitutes piracy, Counsel said that it had been defined as depredation or preying upon people with a view to enriching themselves with their goods. Piracy included passengers who mutiny and rioters who attack a ship from the shore. Later he submitted that the act of merely chasing a vessel by itself constitutes piracy.

Mr. Justice Wood observed that international law might give jurisdiction to a Court in London without giving jurisdiction to any Court in a Colony. Counsel replied that in his opinion jurisdiction was given to try the accused persons in the Court of any nation. He would say that international law gives jurisdiction anywhere. He pointed out that the master of a ship could take the accused and hand them over for trial at the nearest Court instead of hanging them on the yard-arm for which authority was given by law in cases of piracy.

In asking the Attorney-General to look up the authorities during the adjournment, Mr. Justice Wood said that where the jurisdiction of the local Court is derived from statute, English decisions and definitions are applicable here, but where the Court derives its jurisdiction from international law the subject becomes a wide one.

The Attorney-General agreed to look up authorities on the point and the Court adjourned until this morning.



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S.S. "GANGE"	25th Mar.	12th Apr.
M.V. "HILDA"	12th Apr.	19th Apr.
S.S. "PILSNA"	7th Apr.	10th May
M.V. "COL DI LANA"	6th Apr.	17th May
S.S. "ORACOVIA"	5th May	

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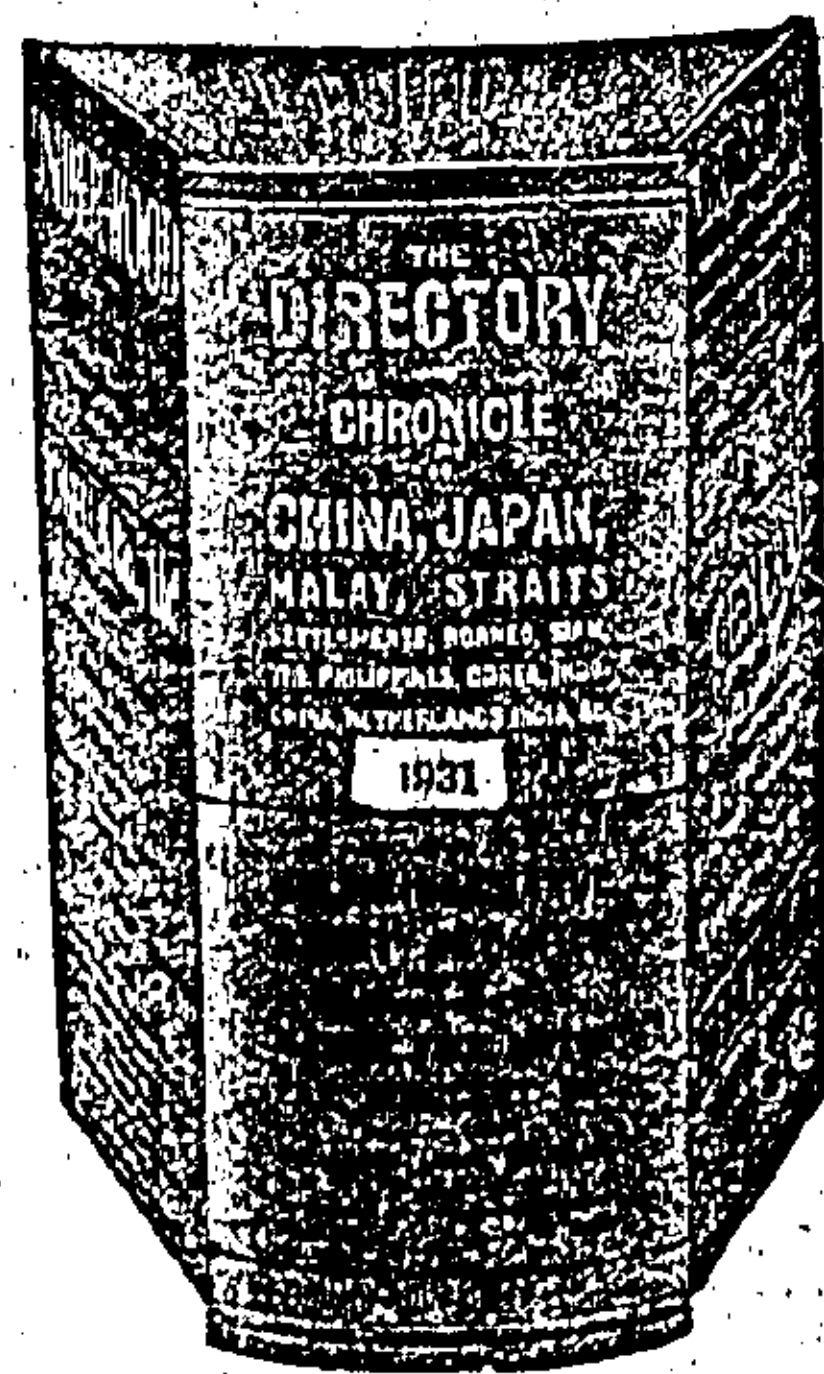
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1931

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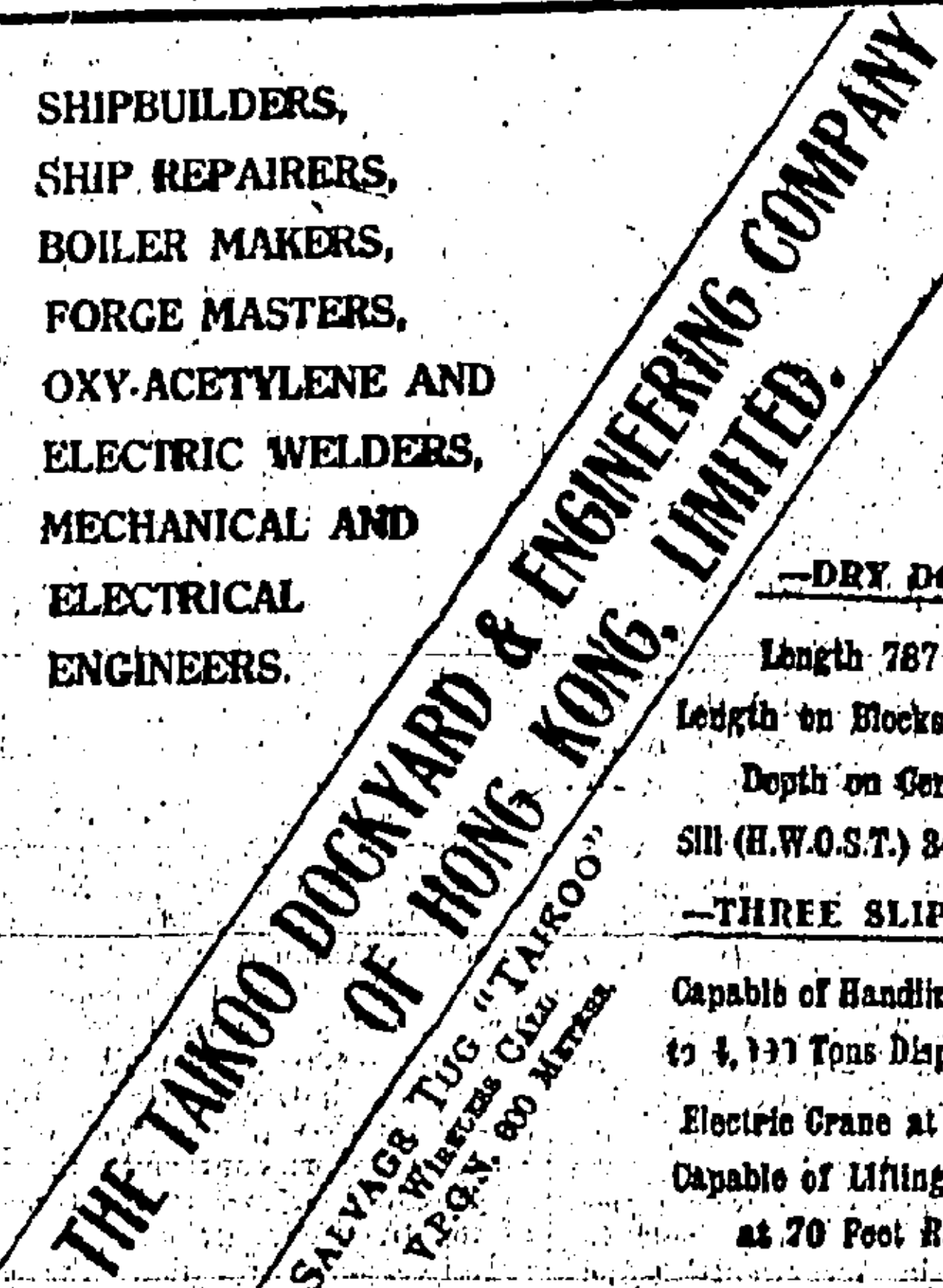
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TALKING FILMS IN SCHOOLS.

NEW BRITISH EDUCATIONAL EXPERIMENT.

PICTURES TO BE SENT ON TOUR.

London, Feb. 12.—The first carefully planned attempt to determine the value of the use of talking pictures as part of the educational system of Great Britain, will be inaugurated this week. The project, which will be known as "Middlesex Experiment," is being conducted by a committee consisting of representatives of the Middlesex education authorities and the National Union of Teachers. Fifteen schools in all have been selected for the experiment, which is not expected to be concluded before the middle of May, and the pupils will vary in age from eight to fourteen.

Sixteen films of an educational nature have been selected and divided into four groups, and each group of films will be shown once at each school at four different times. Among the subjects to be shown will be "Cyrus" (Travel), "A Visit to the Coal Face" (Industrial), "The Frog" (Natural History), and Mr. Hasefield's "West Wind" (Poetry).

Very careful preparations have been made by the committee in charge to obtain accurate and extensive data, both from teachers and pupils, as to the results and value of the experiment, from which it is hoped that it will be possible to forecast the place that sound films will occupy in the educational field in the future, and the value of this new method of imparting knowledge as compared with the broadcasting and silent films already in use.

Pupils will answer questions and write essays to test their reactions to the films, and teachers will submit to the committee their views, not only as to the success or failure of the present experiment, but also as to the best manner in which talking pictures may be used in connection with existing educational methods. A particular effort will be made to determine whether or not the use of talking pictures will facilitate the progress of children now classified as dull or backward.

JUDGE AND LADY MARY MONTAGU.

"DISGRACEFUL HOW SHOPS ARE TREATED."

Lady Mary Montagu, of Ebury street, S.W., was criticised by Judge Sir Alfred Tobin in Westminster County Court yesterday. Last month the judge fined her £10 for non-payment of a debt of £25 due to Ulick Ltd., costumier, New Burlington street, which was ordered to be paid in 210 instalments.

Subsequently Lady Mary's counsel said she sent a cheque on the night before the summons was heard, and the judge ordered the parties to appear to explain why the case went on.

Mr. Wright (for Lady Mary) said she made no criticism of the solicitors. His purpose was to make it clear that no disrespect to the court had been intended by his client.

Diagnosed, Says Judge.

Judge Tobin: She did not answer letters; she did not answer telegrams; she did not keep her promise. She then sent a cheque to the wrong person, which arrives about half an hour before the case comes into court. I understand she is a person of some means.

Counsel: Yes.

Judge Tobin: It seems all the more disgraceful. Poverty is one thing, but she is a lady of means. Why didn't she turn up last Friday? I don't like people who hide behind the gown of a barrister.

Mr. Wright: I hope I have made it clear that this court.

Judge Tobin: I don't think a moment that she intended any disrespect to this court.

"A Piteous Whine."

After counsel had consulted together respecting costs the judge said: Messrs. Ulick and their solicitors were absolutely blameless. They had behaved perfectly. He added:

It was obvious that Lady Mary Montagu's promises could not be trusted. The whole trouble has been brought about by her. It is perfectly disgraceful the way some people treat shops. Again and again, it is admitted, she had gone on, never answering any of the letters, and at the last gasp, to save herself from imprisonment, she sends a cheque to the wrong person, namely, to the lay clients' solicitor, instead of to the lay clients' solicitor. Then comes a piteous whine that she had not meant to be guilty of contempt of court.

I believe that, and for that reason I remit the fine, but there will be some expense over this matter. She has agreed to pay the nominal costs of the plaintiffs' solicitors who have had the trouble of coming here.

ARRIVALS.

March 22.

Aller, German str., 4,740 tons, Capt. M. Hasingen, from Shanghai, buoy No. A.M.—Melchers & Co.

An Lee, Chinese str., 992 tons, Capt. S. Kato, from Canton, Kowloon Dock.—Yee Tai Hong.

Dorry, Chinese str., 1,033 tons, Capt. J. Bruhu, from Hoihow, Kowloon Bay.—Chau Yue Teng.

Hirundo, Norwegian str., 1,125 tons, Capt. J. A. Pedersen, from Swatow, buoy No. C1.—Thoresen & Co.

Kiangsu, British str., 1,551 tons, Capt. R. Richard, from Swatow, buoy No. B14.—B. & S.

Palumbang, Dutch str., 1,029 tons, Capt. F. A. Wildschut, from Balikpapan, A.P.C. Wharf.—A.P.C.

Prominent, Norwegian str., 1,377 tons, Capt. H. Jensen, from Hoihow, buoy No. C4.—K. Larsen & Co.

Solviken, Norwegian str., 1,435 tons, Capt. N. Norvald, from Saigon, buoy No. C3.—Walters & Co.

Wing Wo, Portuguese str., 495 tons, Capt. I. D. de Lemos, from K. C. Wan, Saikong Wharf.—W. Hop & Co.

March 23.

Canton, French str., 976 tons, Capt. F. L. Morvan, from Haiphong, buoy No. C5.—M. M.

Cheungching, British str., 1,256 tons, Capt. D. G. Burleigh, from Canton, buoy No. B22.—J. M. & Co.

Columbus, German str., 15,089 tons, Capt. Ahrens, from Manila, buoy No. A1.—Melchers & Co.

Feng Lee, Chinese str., 1,350 tons, Capt. Yangui, from Swatow, buoy No. B10.—Yee Tai Hong.

Huayang, British str., 1,307 tons, Capt. C. Harris Walker, from Canton, Taikoo Dock.—B. & S.

Hosang, British str., 3,293 tons, Capt. R. J. Sneddon, from Amoy, buoy No. B2.—J. M. & Co.

Indus Maru, Japanese str., 2,697 tons, Capt. K. Kuroyanagi, from Sourabaya, buoy No. B21.—O.S.K.

Kingyuan, British str., 1,516 tons, Capt. J. D. Whyte, from Hoihow, buoy No. B8.—B. & S.

Liangchow, British str., 1,220 tons, Capt. John Taylor, from Canton, buoy No. B3.—B. & S.

Neloriokawa Maru, Japanese str., 1,200 tons, Capt. Kitashima, from Hakodate, Yaumati Anchorage.—M.B.K.

Pres. Jackson, American str., 8,377 tons, Capt. John Griffith, from Shanghai, Kowloon Wharf.—Dollar S.S. Line.

Seattle Maru, Japanese str., 3,622 tons, Capt. T. Urayama, from Singapore, Kowloon Wharf.—O.S.K.

Somali, British str., 3,550 tons, Capt. T. H. Kemp, from Shanghai, buoy No. A6.—M. M. & Co.

Tai Lee, Chinese str., 1,044 tons, Capt. Z. Masaki, from Canton, buoy No. B18.—Loong Tai Hong.

Taiyuan, British str., 2,100 tons, Capt. R. Robertson, from Amoy, buoy No. B15.—B. & S.

Tulma, British str., 10,000 tons, Capt. G. J. Harley, from Calcutta, Kowloon Wharf.—M. M. & Co.

Taybank, British m.v., 3,437 tons, Capt. J. Stewart, from Sun Francisco via Manila, Kowloon Wharf.—Bank Line.

Touraine, Norwegian str., 3,591 tons, Capt. Bran, from Manila, buoy No. A5.—Thoresen & Co.

EXPLORER SHORT OF FUNDS.

REAR-ADMIRAL BYRD AND PUBLISHER'S PROMISE.

Baltimore, Mar. 16.—It was revealed here to-day that Mr. Van Lear Black, the multi-millionaire publisher of the Baltimore Sun, prior to his death several months ago promised to contribute Gold \$25,000 to help to defray the expenses of Rear-Admiral Richard E. Byrd's expedition to the Antarctic.

Because Mr. Black's death, occurring suddenly when he fell from his yacht off the coast of New Jersey, made it impossible to keep his promise Admiral Byrd is faced with a deficit of the amount promised by the late publisher.

Attorneys have been made through attorneys that Mr. Harry Black, the brother and executor of the late publisher, contribute the promised Gold \$25,000 to the treasury of the Byrd expedition.

Indications are that the sum which Mr. Black promised to Admiral Byrd will be paid from the estate.

It was also revealed to-day that prior to Admiral Byrd's spectacular dash to the South Pole and back to Little America on the Bay of Whales Mr. Black arranged to pay Gold \$25,000 to Mrs. Byrd in event that the explorer failed to return.

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Polk, Dollar, April 5.

Pres. Adams, Dollar, April 10.

AMOI.

Taiyuan, B. & S., March 25.

Talma, B.T., Maru, 25.

Antung, B. & S., March 27.

Yuenang, Jardine's, March 31.

Haining, Douglas, March 31.

Tainan, B. & S., April 1.

Tingnara, J.C.J.L., April 2.

Takada, B.T., April 11.

Kunming, Jardine's, April 17.

Sirdhana, B.T., April 24.

Suisang, Jardine's, April 25.

ANTWERP.

Somali, P. & O., March 24.

Annam, Manners, April 3.

Fushimi Maru, N.Y.K., April 4.

Karmala, P. & O., April 11.

Selandia, Manners, April 16.

Hakozaki Maru, N.Y.K., April 18.

AUSTRALIAN PORTS.

Atsuta Maru, N.Y.K., March 26.

St. Albans, E. & A., April 1.

Changto, B. & S., April 21.

BALTIC PORTS.

Annam, Manners, April 3.

Selandia, Manners, April 16.

BALTIMORE.

Taybank, Bank, April 7.

BANGKOK.

Chinhua, B. & S., March 24.

Kiangsu, B. & S., March 29.

BARCELONA.

Burgenland, Jenson, April 26.

BELAWAN-DELL.

Van Heutz, J.C.J.L., March 26.

BOMBAY.

Gange, Dodwell's, March 25.

Genoa Maru, N.Y.K., March 27.

Tokuahima Maru, N.Y.K., March 30.

Mirzapore, P. & O., April 8.

Hilda, Dodwell's, April 12.

Pilsna, Dodwell's, April 19.

BOSTON.

Japanese Prince, Furness, March 26.

Toba Maru, N.Y.K., March 31.

Pres. Polk, Dollar, April 5.

Taybank, Bank, April 7.

Japanese Prince, Furness, April 9.

Pres. Adams, Dollar, April 19.

Chinese Prince, Furness, April 21.

BREMEN.

Coblentz, Melchers, April 4.

Franken, Melchers, April 23.

BRINDISI.

Gange, Dodwell's, March 25.

Hilda, Dodwell's, April 12.

Pilsna, Dodwell's, April 19.

CALCUTTA.

Tiawa, B.T., March 25.

Hosang, Jardine's, March 26.

Morioka Maru, N.Y.K., March 28.

Santhia, B.T., April 11.

Kutsang, Jardine's, April 7.

Malacca Maru, N.Y.K., April 8.

Talma, B.T., April 14.

Yuenang, Jardine's, April 20.

CASABLANCA.

Autolycus, B.F., March 31.

CHEFOO.

Kueichow, B. & S., March 27.

Huichow, B. & S., April 3.

COLOMBO.

Somali, P. & O., March 24.

Gange, Dodwell's, March 27.

Genoa Maru, N.Y.K., March 28.

Rawalpindi, P. & O., March 28.

Tokuahima Maru, N.Y.K., March 30.

D'Artagnan, M.M., March 31.

Fushimi Maru, N.Y.K., April 4.

Pres. Polk, Dollar, April 5.

Carnarvonshire, Jardine's, April 8.

Mirzapore, P. & O., April 8.

Hilda, Dodwell's, April 12.

Angers, M.M., April 14.

Hakozaki Maru, N.Y.K., April 18.

Pilsna, Dodwell's, April 19.

Pres. Adams, Dollar, April 19.

Glenluce, Jardine's, April 27.

Felix Roussel, M.M., April 23.

Annam, Manners, April 3.

Selandia, Manners, April 16.

DALNY.

Aeneas, B.F., April 7.

DUTCH PORTS.

Somali, P. & O., March 24.

Oregon Star, Dodwell's, March 27.

Autolycus, B.F., March 31.

Kulmerland, Jenson, April 2.

Annam, Manners, April 3.

Coblentz, Melchers, April 4.

Fushimi Maru, N.Y.K., April 4.

Formosa, Gilman's, April 6.

Carnarvonshire, Jardine's, April 8.

Karmala, P. & O., April 11.

Oldenburg, Jenson, April 14.

Hector, B.F., April 15.

City of Khios, Bank, April 16.

Selandia, Manners, April 16.

Hakozaki Maru, N.Y.K., April 18.

Franken, Melchers, April 23.

Burgenland, Jenson, April 26.

Glenluce, Jardine's, April 27.

GENOA.

Gange, Dodwell's, March 25.

Kulmerland, Jenson, April 2.

Coblentz, Melchers, April 4.

Formosa, Gilman's, April 6.

Hilda, Dodwell's, April 12.

Oldenburg, Jenson, April 14.

Pilsna, Dodwell's, April 19.

Pres. Adams, Dollar, April 19.

Teiresias, B.F., April 20.

GLASGOW.

Autolycus, B.F., March 31.

Hector, B.F., April 15.

Teiresias, B.F., April 20.

GOTHENBURG.

Formosa, Gilman's, April 6.

HAIPHONG AND KOIHOW.

Chinhua, B. & S., March 27.

Kiangsu, B. & S., April 11.

HAMBURG.

Somali, P. & O., March 24.

Oregon Star, Dodwell's, March 27.

Autolycus, B.F., March 31.

Kulmerland, Jenson, April 2.

Annam, Manners, April 3.

Coblentz, Melchers, April 4.

Formosa, Gilman's, April 6.

Hilda, Dodwell's, April 12.

Oldenburg, Jenson, April 14.

Pilsna, Dodwell's, April 19.

Pres. Adams, Dollar, April 19.

Chinese Prince, Furness, April 21.

HAVRE.

City of Khios, Bank, April 16.

Teiresias, B.F., April 20.

HONOLULU.

Asama Maru, N.Y.K., April 1.

Shinyo Maru, N.Y.K., April 14.

Bokuyo Maru, N.Y.K., April 22.

JAPAN PORTS.

Anchises, B.F., March 24.

Talma, B.T., Maru, 25.

Hiyo Maru, N.Y.K., March 26.

Rajputana, P. & O., March 27.

Calchas, B.F., March 28.

Iyo Maru, N.Y.K., March 28.

Burgenland, Jenson, March 29.

City of Athens, Bank, March 29.

Felix Roussel, M.M., March 30.

Nagato Maru, N.Y.K., March 30.

Kidderporo, P. & O., March 31.

Nanking, Gilman's, March 31.

Yuenang, Jardine's, March 31.

Asama Maru, N.Y.K., April 1.

Emp. of Japan, C.P.S., April 1.

Hakusan Maru, N.Y.K., April 3.

Col. di Lana, Dodwell's, April 6.

Nellore, E. & A., April 6.

Pembroke, Jardine's, April 6.

Pilsna, Dodwell's, April 7.

Santhia, B.T., April 11.

Kutsang, Jardine's, April 7.

Malacca Maru, N.Y.K., April 8.

Talma, B.T., April 14.

Yuenang, Jardine's, April 20.

KASABLANCA.

Autolycus, B.F., March 31.

KUEICHOW.

Kueichow, B. & S., March 27.

Huichow, B. & S., April 3.

LONDON.

Somali, P. & O., March 24.

Gange, Dodwell's, March 25.

Oregon Star, Dodwell's, March 27.

Rawalpindi, P. & O., March 28.

Autolycus, B.F., March 31.

Aller, Melchers, April 4.

Fushimi Maru, N.Y.K., April 4.

Carnarvonshire, Jardine's, April 8.

Karmala, P. & O., April 11.

Hilda, Dodwell's, April 12.

Hector, B.F., April 15.

City of Khios, Bank, April 16.

Hakozaki Maru, N.Y.K., April 18.

Pilsna, Dodwell's, April 19.

Pres. Adams, Dollar, April 19.

Glenluce, Jardine's, April 27.

Felix Roussel, M.M., April 23.

LIVERPOOL.

Oregon Star, Dodwell's, March 27.

Lima Maru, N.Y.K., April 13.

Teiresias, B.F., April 20.

LONDON.

Somali, P. & O., March 24.

Gange, Dodwell's, March 25.

Oregon Star, Dodwell's, March 27.

Rawalpindi, P. & O., March 28.

Autolycus, B.F., March 31.

Aller, Melchers, April 4.

Fushimi Maru, N.Y.K., April 4.

Carnarvonshire, Jardine's, April 8.

Karmala, P. & O., April 11.

Hilda, Dodwell's, April 12.

Hector, B.F., April 15.

City of Khios, Bank, April 16.

Hakozaki Maru, N.Y.K., April 18.

Pilsna, Dodwell's, April 19.

Pres. Adams, Dollar, April 19.

Glenluce, Jardine's, April 27.

Felix Roussel, M.M., April 23.

LOS ANGELES.

Pres. Pierce, Dollar, March 24.

Pres. Jackson, A.M.L., March 31.

Pres. McKinley, A.M.L., April 14.

Shinyo Maru, N.Y.K., April 14.

Bokuyo Maru, N.Y.K., April 22.

Pres. Grant, A.M.L., April 23.

MANILA.

Pres. Jackson, A.M.L., March 24.

Atsuta Maru, N.Y.K., March 26.

Pres. Taft, Dollar, March 28.

Tijkenburg, J.C.J.L., March 31.

St. Albans, E. & A., April 1.

Emp. of Asia, C.P.S., April 2.

Emp. of Melchior, A.M.L., April 7.

Pres. McKinley, A.M.L., April 7.

Pres. Jefferson, A.M.L., April 11.

Tingnara, J.C.J.L., April 14.

Change, B. & S., April 21.

MARSEILLES.

Somali, P. & O., March 24.

Rawalpindi, P. & O., March 28.

Autolycus, B.F., March 31.

D'Artagnan, M.M., March 31.

Annam, Manners, April 3.

Fushimi Maru, N.Y.K., April 4.

Karmala, P. & O., April 11.

Lima Maru, N.Y.K., April 13.

Angers, M.M., April 14.

Hector, B.F., April 15.

Selandia, Manners, April 16.

Hakozaki Maru, N.Y.K., April 18.

Franken, Melchers, April 23.

Rajputana, P. & O., April 23.

Felix Roussel, M.M., April 23.

NEW YORK, BOSTON, etc.

Japanese Prince, Furness, March 26.

Pres. Polk, Dollar, April 5.

Japanese Prince, Furness, April 9.

Pres. Adams, Dollar, April 19.

Chinese Prince, Furness, April 21.

NORTH CHINA PORTS.

Fulda, Melchers, April 6.

Aeneas, B.F., April 7.

Trave, Melchers, April 17.

PAKHOL.

Kiangchow, B. & S., March 27.

Kingyuan, B. & S., April 11.

PANAMA.

Pres. Jackson, A.M.L., March 31.

Toba Maru, N.Y.K., March 31.

Pres. Polk, Dollar, April 5.

Taybank, Bank, April 7.

Japanese Prince, Furness, April 9.

Pres. McKinley, A.M.L., April 14.

Pres. Adams, Dollar, April 19.

Chinese Prince, Furness, April 21.

Pres. Grant, A.M.L., April 23.

PENANG.

Somali, P. & O., March 24.

Tiawa, B.T., March 25.

Hosang, Jardine's, March 26.

Van Heutz, J.C.J.L., March 26.

Genoa Maru, N.Y.K., March 27.

Oregon Star, Dodwell's, March 27.

Morioka Maru, N.Y.K., March 28.

Rawalpindi, P. & O., March 28.

Tokuahima Maru, N.Y.K., March 30.

Fushimi Maru, N.Y.K., April 4.

Pres. Polk, Dollar, April 5.

Santhia, B.T., April 11.

Kutsang, Jardine's, April 7.

Carnarvonshire, Jardine's, April 8.

Malacca Maru, N.Y.K., April 8.

Karmala, P. & O., April 11.

Hilda, Dodwell's, April 12.

Angers, M.M., April 14.

Kanagawa Maru, N.Y.K., April 14.

Talma, B.T., April 14.

Hector, B.F., April 15.

Hakozaki Maru, N.Y.K., April 18.

Pilsna, Dodwell's, April 19.

Yuenang, Jardine's, April 20.

Franken, Melchers, April 23.

Glenluce, Jardine's, April 27.

Felix Roussel, M.M., April 23.

RABAT.

St. Albans, E. & A., April 1.

RANGOON.

Morioka Maru, N.Y.K., March 28.

Malacca Maru, N.Y.K., April 8.

SAIGON.

D'Artagnan, M.M., March 31.

Angers, M.M., April 14.

Felix Roussel, M.M., April 23.

SANDAKAN.

Manung, Jardine's, April 6.

Hinsang, Jardine's, April 11.

SAN FRANCISCO.

Pres. Pierce, Dollar, March 24.

Pres. Jackson, A.M.L., March 31.

Asama Maru, N.Y.K., April 1.

Pres. McKinley, A.M.L., April 14.

Shinyo Maru, N.Y.K., April 14.

Bokuyo Maru, N.Y.K., April 22.

Pres. Grant, A.M.L., April 23.

SCANDINAVIAN PORTS.

Annam, Manners, April 3.

Formosa, Gilman's, April 6.

Selandia, Manners, April 16.

SEATTLE.

Hiyo Maru, N.Y.K., March 28.

Pres. Taft, Dollar, April 5.

Pres. Jefferson, A.M.L., April 11.

Hiyan Maru, N.Y.K., April 21.

SHANGHAI.

Anchises, B.F., March 24.

Sinkiang, B. & S., March 25.

Taiyuan, B. & S., March 25.

Hiyo Maru, N.Y.K., March 26.

Kiangsu, B. & S., March 27.

Rajputana, P. & O., March 27.

Calchas, B.F., March 28.

SHANGHAI.

Burgenland, Jenson, March 29.

Chakang, Jardine's, March 29.

City of Athens, Bank, March 29.

Soochow, B. & S., March 30.

Nagato Maru, N.Y.K., March 30.

Kidderporo, P. & O., March 31.

Nanking, Gilman's, March 31.

Szechuen, B. & S., March 31.

Yuenang,

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG & SHANGHAI	"CHINHUA"	On 24th Mar.	Noon
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 25th Mar.	Noon
AMOI & SHANGHAI	"TAIYUAN"	On 25th Mar.	5 p.m.
SWATOW, WHANGPOO, CHEFOO & TIENTSIN	"KUEICHOW"	On 27th Mar.	8 a.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 27th Mar.	Noon
HONGKONG, FAKHOI & HAIPHONG	"KIUNGCHOW"	On 27th Mar.	Noon
AMOI, SWATOW & SHANGHAI	"ANTUNG"	On 29th Mar.	6 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 29th Mar.	9 a.m.
SWATOW & SHANGHAI	"KIANGSU"	On 29th Mar.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SAROHUEN"	On 31st Mar.	9 a.m.
AMOI & SHANGHAI	"TSINAN"	On 1st Apr.	5 p.m.
FOUCHOW, WHANGPOO, CHEFOO & TIENTSIN	"HUICHOW"	On 3rd Apr.	4 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 5th Apr.	9 a.m.
HONGKONG, FAKHOI & HAIPHONG	"KINGYUAN"	On 11th Apr.	Noon

SAILINGS SUBJECT TO ALTERATIONS.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

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CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. Is.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTIE TAIPING (SUNNERS)

PASSENGER AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

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Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 478 RETURN.

LONDON (via Australia) from 2138-15-0.

STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTIE	14th Apr.	21st Apr.	24th Apr.	10th May
TAIPING	19th May	26th May	29th May	15th June
CHANGTIE	19th May	26th May	29th May	15th June
TAIPING	19th May	26th May	29th May	15th June

AUSTRALIAN-ORIENTAL LINE, LIMITED

BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "ANNAM"

on or about 3rd APRIL

For PORT SAID, MARSEILLES, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

Other Sailing	Shanghai, etc.	Continents, etc.
M.S. "Annam"	3rd April	3rd April
M.S. "Selandia"	16th April	16th April
M.S. "Danmark"	6th May	6th May
M.S. "Java"	28th April	28th April
M.S. "Asia"	28th May	28th May

Optional Bills of Lading issued to United Kingdom Ports

For further particulars, please apply to—

JOHN MANNERS & CO., LTD.

MERCHANTS BANK BUILDING, AGENTS

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PRINCE LINE

FREQUENT SERVICE

BOSTON AND NEW YORK

CALLING AT NAPLES

JAVANESE PRINCE	March	29th
JAPANESE PRINCE	April	9th
CHINESE PRINCE	April	21st

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

Fare—Hong Kong to Naples.....£58

For other Passage rates, Freight, etc., apply to—

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King's Building.

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Telegrams: Furnprince.



KONINKLIJKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on 26th March, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried. English cuisine. Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to destinations in the Netherlands East Indies and Australia.

For Passage, apply—

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Telephone 28015. YORK BUILDING, CHATER ROAD.

SOUTH CHINA Motor-Shipbuilding & Repairing Works, Ltd.

Installation and Repair of Engines and Motors for Marine and Stationary & Speciality.

To Kwa Wai—Kowloon Bay.

Telephone: 2701.

Works Manager: W. E. HARRIS.

Telephone: "MOTOR".

ROYAL OBSERVATORY'S DAILY WEATHER REPORT

STATION	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Rain	Sun	Moon	Phase	Time	Remarks
	Inches	Fahrenheit	Direction	Force	Force	Force	Force	Force	Force	Force	Force
Windsorstock	12	29.78	756.5	NE	1	...	...	...	...	...	...
Nemuro	11	29.78	756.5	SSE	1	...	...	...	...	...	...
Hakodate	...	29.78	756.5	S	1	...	...	...	...	...	...
Tokio	...	29.78	756.5	SSE	1	...	...	...	...	...	...
Kobe	...	29.78	756.5	NW	1	...	...	...	...	...	...
Nagasaki	...	29.78	756.5	S	1	...	...	...	...	...	...
Kagoshima	...	29.78	756.5	ESE	1	...	...	...	...	...	...
Oshima	...	29.78	756.5	NNE	2	...	...	...	...	...	...
Naha	...	29.78	756.5	N	1	...	...	...	...	...	...
Ishigakijima	...	29.78	756.5	NE	1	...	...	...	...	...	...
Bonin Island	...	29.78	756.5	NE	4	...	...	...	...	...	...
Chafco	15	29.80	756.8	79	8	S	4	b	...	...	...
Shanghai	14	29.98	761.5	60	8	4	b	...	...	...	...
Guizhou	...	29.97	761.2	68	8	2	b	...	...	...	...
Yenchow	...	29.87	758.7	63	8	2	b	...	...	...	...
Poochow	...	29.95	760.7	68	6	4	b	...	...	...	...
Amoy	...	29.99	761.7	65	...	...	...	...	...	...	...
Swatow	...	29.97	761.2	68	...	...	...	...	...	...	...
Taihou	11	29.95	760.7	74	...	...	...	...	...	...	...
Taihu	...	29.91	759.8	76	...	...	...	...	...	...	...
Tainan	...	29.88	759.0	79	...	...	...	...	...	...	...
Koshun	...	29.94	760.6	76	...	...	...	...	...	...	...
Pescadore	...	29.93	760.2	71	...	...	...	...	...	...	...
Hong Kong	14	29.94	760.3	67	7	2	b	...	...	...	...
Gap Rock	...	29.91	759.6	72	6	2	b	...	...	...	...
Macao	...	29.99	761.7	78	...	...	...	...	...	...	...
Hohow	...	29.91	759.6	74	8	4	b	...	...	...	...
Pratas Island	...	29.93	760.3	79	8	4	b	...	...	...	...
Phulica	10	29.89	759.3	72	8	4	b	...	...	...	...
Tourane	...	29.86	758.4	91	8	2	b	...	...	...	...
Cape St. James	...	29.80	757.0	81	8	4	...	...	...	...	...
Daseo	14	29.80	757.0	86	4	4	...	...	...	...	...
Aparr	...	29.80	757.0	86	8	2	b	...	...	...	...
Vigara	...	29.78	756.5	94	8	2	b	...	...	...	...
Legaspi	...	29.80	758.8	91	8	2	b	...	...	...	...
Calbayog	...	29.80	757.0	88	8	4	...	...	...	...	...
Tacolban	...	29.78	756.6	86	8	4	...	...	...	...	...
Boho	...	26.88	757.6	94	8	4	...	...	...	...	...
Cebu	...	29.78	756.4	88	8	4	...	...	...	...	...
Surigao	...	29.79	756.7	88	8	2	b	...	...	...	...
Saipan	11.00	...	...	...	...	...	...	...	...	...	...
Guam	12.22	29.81	757.2	...	6	4	...	...	...	...	...
Yap	11.00	29.80	756.8	...	6	2	b	...	...	...	...
Palau	...	...	...	...	...	...	...	...	...	...	...
Labuan	14	29.82	757.4	84	6	8	...	...	...	...	...

March 23d. 10A. 39m.—A depression is central over the Sea of Japan.

An anticyclone has formed over N.E. China.

Freshening monsoon along the S.E. coast of China.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 4.08 inches, against an average of 5.18 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON MARCH 24.

District

- 1.—Formosa Channel Light, variable winds, freshening from N.E.
- 2.—South coast of China between Hong Kong and Lamook N. to N.E. winds, light to moderate; fine to cloudy.
- 3.—Hong Kong to Gap Rock cloudy.
- 4.—South coast of China between Hong Kong and Hainan cloudy.

T. F. CLAXTON, Director.

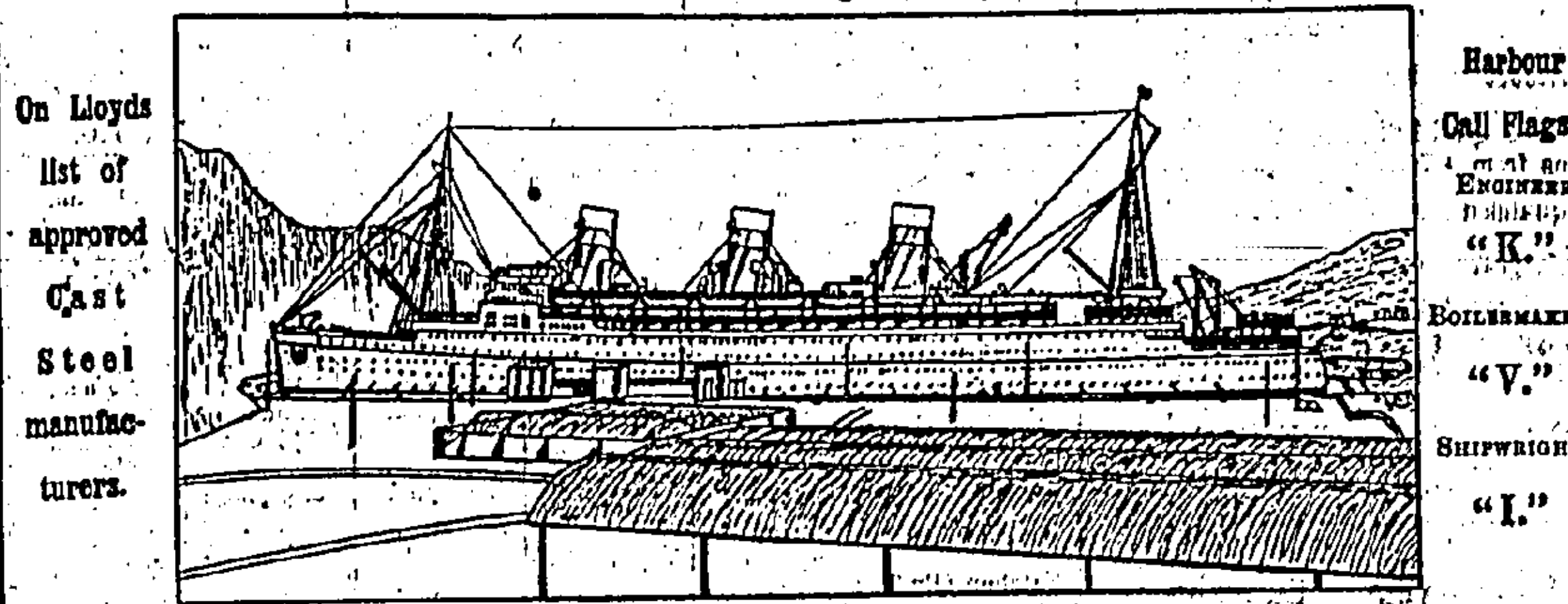
THE HONGKONG & WHAMPOA DOCK CO., LTD.

Head Office and Works:

Telegrams: "MANUFACTURE, HONGKONG." Kowloon, Hong Kong. Telephone: 28020. Kowloon Dock. 33053.

KOWLOON, HONG KONG

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.



T.S.S. "EMPRESS OF JAPAN"

In No. 1 Dock—Dima: 68' 0" O.A. x 83' 6" x 48' 6" Mid.—26,000 tons gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700' x 88' x 30' 6" over all, H.W.O.S.T.

Salvage Tug "Henry Keswick" 2,000 L.P.H. Wireless Call Signal: V.P.B.T.

and Flag Call Signal: T.H.Q.B. Shearlegs capable of lifting 80 tons.

Codes Used:—A1, A.B.C. Fifth Edition: Engineering, First and Second Edition, Western Union, Bentley's and Watkins.

Kindly send enquiries to the Chief Manager:

E. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWONGSANG"	Wed., 25th Mar., at 7 a.m.
	"CHAKSANG"	Sun., 29th Mar., at 7 a.m.
	"FOOSHING"	Wed., 1st Apr., at 7 a.m.
	"KWAISANG"	Sun., 5th Apr., at 7 a.m.
SINGAPORE, PENANG & OALOUTTA	"HOSANG"	Thurs., 26th Mar., at 3 p.m.
	"KUTSANG"	Tues., 7th Apr., at 3 p.m.
	"YUENSANG"	Mon., 20th Apr., at 8 p.m.
OSAKA via AMOI, SHAL. & KOBE	"YUENSANG"	Tues., 31st Mar., at 7 a.m.
OSAKA via AMOI, SHAL. & KOBE	"KUMSANG"	Fri., 17th Apr., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"SUISANG"	Satur., 25th Apr., at 7 a.m.
BANDAKAN	"MAUSANG"	Wed., 8th Apr., at Noon
	"HINSANG"	Satur., 11th Apr., at Noon
TIENTSIN via SWATOW & FOOCHOW	"CHIPSING"	Sun., 29th Mar., at 7 a.m.
	"CHONGSHING"	Sun., 12th Apr., at 7 a.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

Telephone: 30311.

General Managers.

GLEN LINE.

FARE: HONG KONG TO LONDON—

1st JUNE/20th NOVEMBER ... 285. 12. 0d.

1st DECEMBER/31st MAY ... 283. 0. 0d.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Steamship	"CARNARVONSHIRE"	8th Apr.
Motor Vessel	"GLENLUCE"	27th Apr.
Steamship	"GLENIFFER"	30th May

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship	"PEMBROKESHIRE"	8th Apr.
Steamship	"GLENIFFER"	24th Apr.
Motor Vessel	"GLENOCLE"	8th May
Steamship	"GLENHANE"	20th May

For Freight, Passage and further Particulars, apply to

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AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE

THROUGH BOOKINGS TO LONDON: Cabin class only

THROUGH BOOKINGS TO AMERICA VIA EUROPE

AND TO EUROPE VIA AMERICA.

NEXT SAILINGS TO EUROPE:—

Pass.	S.S. "COLENZ"	departure 4th Apr.
Freight	S.S. "Franken"	departure 23rd Apr.
Pass.	S.S. "FULDA"	departure 2nd May

Calling at London.

Passenger steamers sailing via Manila and Porto to Genoa, Barcelona, Amsterdam, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Porto to Marseilles, Genoa, Amsterdam, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

Pass.	M.S. "FULDA"	due here 6th Apr.
Freight	M.S. "Trave"	due here 17th Apr.
Pass.	S.S. "TRIEN"	due here 5th May

HONG KONG—NEW GUINEA

Next sailing to BAHUL, Vunapopo, Alorshafon and Madang.

S.S. "BREMERHAVEN" on about 6th MAY, 1931.

TO AMERICA AND EUROPE

Round the World via "COLUMBUS" leaving Hong Kong on the 25th MARCH, at 6 a.m. for America and Europe via North-China-Japan—Honolulu—North Pacific Coast—Panama—Havana.

MELCHERS & CO.,

AGENTS, HONG KONG, 3, CHATER ROAD, QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailing subject to alteration without notice.

FOR

SWATOW, AMOI & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAICHING	Friday	the 27th Mar., at 2 p.m.
HAINING	Tuesday	the 31st Mar., at 8 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hong Kong to Fouchow (Pagoda Anchorage) and Return by the same Steamer at the Reduced Rate of \$38.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS, LAYBANK & CO.,</

CANADIAN PACIFIC

FOR THE EASTER HOLIDAYS
HONG KONG TO MANILA
AND RETURN

EMPRESS OF ASIA

Leave Hong Kong...Thursday, April 2nd
Arrive Manila...Saturday, April 4th
REMAIN TWO DAYS
Leave Manila...Sunday, April 5th
Arrive Hong Kong...Tuesday, April 7th

ROUND TRIP FARES

First ClassG\$68.00
Second ClassG\$45.00

WORLD'S GREATEST TRAVEL SYSTEM



REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A.
VARYING FROM £83 TO £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

ASAMA MARU ... Wednesday, 1st April

SHINYO MARU ... Tuesday, 14th April

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HIVE MARU ... Thursday, 26th March

HEIAN MARU ... Tuesday, 31st April

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

FUSHIMI MARU ... Saturday, 4th April

HAKOZAKI MARU ... Saturday, 18th April

SYDNEY & MELBOURNE via Manila & Ports.

ATSUTA MARU ... Thursday, 28th March

KITANO MARU ... Saturday, 23rd May

BOMBAY via Singapore, Penang & Colombo.

GENOA MARU ... Friday, 27th March

TOKUSHIMA MARU ... Monday, 30th March

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Wednesday, 22nd April

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KANAGAWA MARU ... Tuesday, 14th April

NEW YORK, BOSTON via PANAMA.

TOBA MARU ... Tuesday, 31st March

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles.

LIMA MARU ... Monday, 13th April

BARCELONA via Singapore, Penang & Bangkok.

MORIOKA MARU ... Saturday, 28th March

CHALACA MARU ... Wednesday, 8th April

SHANGHAI, KOBE & YOKOHAMA.

IYO MARU (Kobe direct) ... Saturday, 28th March

NAGATO MARU ... Monday, 30th March

HAKUDAN MARU ... Friday, 3rd April

* Cargo only.

For further information, apply to—

NIPPON YUSEN KAISHA,

Telephone: 30291. (Private exchanges to all Depts.)



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To Marseilles via Saigon, Singapore,

Colombo, Djibouti (Aden), Suez, Port Said.

DAKTAGNAN ... 31st Mar.

ANGERS ... 14th Apr.

FELIX ROUSSEL ... 28th Apr.

CHATELAIN ... 12th May

SPHINX ... 26th May

PORTHOUS ... 9th June

CHENONORAU ... 22nd June

ATHOS II ... 6th July

To Yokohama via Shanghai and

Kobe.

FELIX ROUSSEL ... 30th Mar.

G. METZINGER ... 18th Apr.

SPHINX ... 27th Apr.

PORTHOUS ... 11th May

CHENONORAU ... 24th May

ATHOS II ... 6th June

DAKTAGNAN ... 19th June

ANDRE LEBON ... 3rd July

We can issue Through Tickets to Egypt, Syrian Ports, East Africa,

Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Ouessant, Lorient, Brest, Nantes, Bordeaux,

(Antwerp).

For Full Particulars, apply to—

Ch. des MESSAGERIES MARITIMES,

2, Queen's Buildings,

Telephone: 10051.

Shipping News

Daily Statement, Waterfront News,
etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 10,800 TONS;
THROUGH CARGO
26,400 TONS.

The returns, shown at the Harbour
Office, of vessels carrying cargo to
the Colony during the 24 hours
ended at 9 a.m. yesterday were:—

Cargo for Through

H.K. Ports.

British

Talma, Calcutta 1,001 3,285

Sinkiang, Tsingtao 470 315

Kiangsu, Swatow 1,023 —

Chakung, Swatow 400 1,245

Cheongshing, Canton — 300

Haiyang, Foochow 400 —

Kaitangata, Bangkok 2,600 —

Dutch

Riouw, Shanghai — 2,900

Palembang, Dalikpapan 2,228 —

French

Canton, Haiphong 693 605

German

Allor, Kobe — 5,823

Norwegian

Hirundo, Bangkok 1,700 —

Prominent, Penang 500 —

Solviken, Saigon 2,400 —

Portuguese

Wing Wo, K. C. Wan 300 —

Japanese

Indus Maru, Batavia 1,700 5,000

Seattle Maru, Calcutta 2,530 3,427

Chinese

Feng Lee, Chefoo 390 1,236

Tak Hing, Antau 25 415

Total 10,836 26,431

ASIATIC DECK PASSENGERS.

The following vessels brought
Asiatic deck passengers to the
Colony during the 24 hours ended
at 9 a.m. yesterday:—

Talma (British) Calcutta, 1,704

Sinkiang (British) Tsingtao, 192

Swatow (British) Foochow, 400

Canton (French) Haiphong, 113

Province (Nor.) Penang, 510

Solviken (Nor.) Saigon, 297

Seattle Maru (Japanese) 102

Calcutta, Singapore 102

Tak Hing (Chinese) Antau, 50

Total 3,412

ARRIVALS AND DEPARTURES

The arrivals and departures dur-

ing the period under review were:

Arr. Dep.

British 7 3

Dutch 1 1

French 1 0

German 1 0

Norwegian 1 0

Portuguese 1 0

Japanese 2 3

Chinese 3 0

Total 20 11

SHIPS IN HARBOUR.

The following merchant vessels

were in port yesterday:—

Wharves:—Kowloon: Talma,

Pres. Pierce, Nordyard, Resolute,

Taybank, Baron Ogilvy, Seattle

Maru; Socony—Laichikok: De-

fiance; Douglas Lapraik: Haiyang.

Docks:—Kowloon: Susana II,

Pronto, Prosper; Taikeo: Kausing,

Daviken, Chusan, Kueichow, Shun

Chih, Samsan Maru, Ixion.

Buoys:—A2 Columbus, A4 Tjison-

dari, A5 Touraine, A6 Somali, A8

Tilawa, A9 Hiye Maru, A11 Aller,

A12 Beneluch, B3 Sinkiang, B8

Kaitangata, B14 Kiangsu, B16

Albert Sarraut, B17 Apcey, B18

Tai Lee, B19 Feng Lee, B20 Chin-

hua, B21 Indus Maru, B22 Cheong-

shing, B25 Malay Maru, B30 Tin-

how, B27 Tonjer, B28 Apcey, C1

Hirundo, C2 Tetsuzan Maru, C3

Solviken, C4 Prominent, C5 Can-

ton.

PASSENGERS.

Departures.

Passengers sailed by R.M.S. Em-

press of Japan on Saturday for

Manila:—Mr. and Mrs. A. L.

Thomson, A. P. Moller, J. Host, T.

M. Greenwood, J. L. Smyser, F. B.

Anderson, Rev. Fr. J. Gonzalez,

Rev. Fr. B. G. Paredes, W. K.

Grone, Dr. and Mrs. D. J. Valen-

tine, A. Buntay, Miss M. Quinn,

B. Biedermann, J. Paton, B. O.

Blaker.

CLEARANCES.

March 23.

Aller, for Singapore.

Cheongshing, for Swatow.

Chinhua, for Hoihow.

Feng Lee, for Canton.

Franken, for Kobe.

Hydrangea, for Swatow.

Liachow, for Amoy.

Malay Maru, for Kemaman.

Pres. Pierce, for Shanghai.

Somali, for London.

Taiyuan, for Canton.

Taybank, for Shanghai.

Tjisondari, for Batavia.

Tonjer, for Canton.

Touraine, for Shanghai.

The R.M.S. Empress of Japan

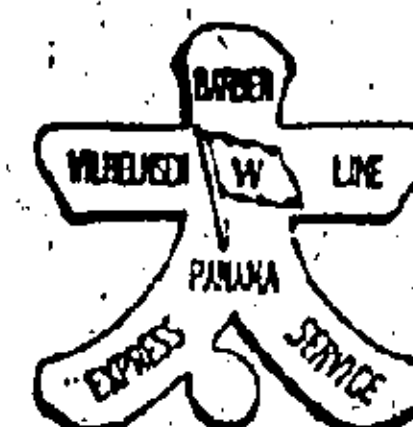
arrived at Manila on March 23 at

7 a.m., leaves Manila on March 27

at 4 p.m., is due at Hong Kong on

March 30 at 9 a.m., and leaves

Hong Kong on April 1 at noon.



BARBER & WILHELMSON LINE.

THE PREMIERE ALL WATER ROUTE TO NEW YORK
and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES
en route.

Passengers desiring to travel by this interesting route
will find the accommodation provided well up to their
expectations, and at a cost most reasonable.

42 Days To New York

For Passengers and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF RHIOS" ... Havre, London, Rotterdam & Hamburg ... 16th April

S.S. "CITY OF ATHENS" ... Havre, London, Rotterdam & Hamburg ... 16th May

S.S. "CITY OF BATAVIA" ... Havre, London, Rotterdam & Hamburg ... 17th June

NEW YORK, BOSTON & BALTIMORE

AMERICAN AND MANHATTAN LINE

ANDREW WEIR & CO.

SERVICES TO:

BOSTON NEW YORK & BALTIMORE

M.V. "TAYBANK" ... 7th April

M.V. "TWEEDBANK" ... 4th May

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" ... 10th April

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),

Mozambique Bay and Cape Town.

Through Bills of Lading issued to Beira, Quilimane, Tlo, Port Amelia, Mozambique, Oshana,

Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Ladet Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply—

Telephone: 27791.

THE BANK LINE, LTD.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BUKA, CRYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST SOUTH AFRICA,
AUSTRALIA, INCLUDING NEW ZEALAND & QUEEN-
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination
"SOMALI"	—	24th Mar. Noon [Mar.]	Lidon, Hull, B'g, B'm. & A'w Marseilles and London.
"RAWALPINDI"	16,619	29th Mar.	Straits, Colombo & Bombay.
"KASHMIR"	8,716	31st Apr.	Mars. Lidon, Hull, B'm & A'w
"RAJPUTANA"	9,123	11th Apr.	Marseilles and London.
"SOUDAN"	16,588	25th Apr.	Lidon, Hull, B'g, B'm & A'w
"KALYAN"	9,144	2nd May [Mar.]	Mars. Lidon, Hull, B'm & A'w
"COMORIN"	16,132	8th May	Bombay, Marseilles and London.
"BURDWAN"	8,955	33rd May	Lidon, Hull, B'g, B'm & A'w
"KASHMIR"	16,621	30th May [Mar.]	Mars. Lidon, Hull, B'm & A'w
"KALYAN"	9,123	6th June	Bombay, Marseilles & London.
"RAJPUTANA"	16,619	20th June	Mars. Lidon, B'm. & A'w
"RAWALPINDI"	16,619	4th July	Mars. Lidon, B'm. & A'w
"KASHMIR"	8,955	18th July	Bombay, Marseilles & London.
"SOMALI"	—	1st Aug.	Mars. Lidon, B'm. & A'w
"RAJPUTANA"	16,619	8th Aug. [Mar.]	Lidon, Hull, B'g, B'm & A'w
"KASHMIR"	8,955	15th Aug.	Bombay, Marseilles and London.
"KALYAN"	9,123	28th Aug.	Marseilles and London.
"CATHAY"	16,121	13th Sept.	Bombay, Marseilles & London.
"SOUDAN"	16,588	26th Sept. [Mar.]	Lidon, Hull, B'g, B'm & A'w
"KALYAN"	9,144	29th Sept.	Marseilles and London.
"KHIVA"	2,135	10th Oct.	do.
"BURDWAN"	8,955	17th Oct.	Mars. Lidon, B'g, B'm & A'w
"KASHMIR"	16,621	24th Oct.	Marseilles and London.
"NALDERA"	16,098	7th Nov.	Bombay, Marseilles and London.

For reliable information about the whole of the Far East use the

DIRECTORY & CHRONICLE

CHINA, JAPAN, COREA, INDIA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, BORNEO, THE PHILIPPINES, Etc.

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AND

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March 23, 1931

On London:	1/4
Telegraphic Transfer:	1/4
Bank Bills, on demand:	1/4
Bank Bills, 4 months:	1/4
On Paris:	1/4
Bank Bills, on demand:	65
Credits, 4 months:	65
On New York:	1/4
Bank Bills, on demand:	24
Credits, 60 days:	24
On Bombay:	1/4
Telegraphic Transfer:	1/4
Bank, on demand:	1/4
On Calcutta:	1/4
Telegraphic Transfer:	1/4
Bank, on demand:	1/4
On Shanghai:	1/4
Bank, at sight:	1/4
On Yokohama:	1/4
On demand:	40
On Manila:	1/4
On demand:	40
On Singapore:	1/4
On demand:	40
On Batavia:	1/4
On demand:	01
On Haiphong:	1/4
On demand:	8
On Bangkok:	1/4
On demand:	178
SOVEREIGNS, Bank's Buying:	1/4
Rate:	1/4
Bar Silver, per oz:	10 9/10

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11, Ice House Street.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued & Fully Paid-up \$20,000,000
Reserve Funds:—
Sterling \$3,500,000
Silver \$10,000,000
Reserve Liability of Proprietors \$20,000,000

HEAD OFFICE: HONG KONG.

Board of Directors:

Hon. Mr. C. G. S. Mackie, Chairman.

Hon. Mr. J. J. Paterson, Deputy Chairman.

W. H. Bell, Esq.

A. H. Compton, Esq.

B. Lander Lewis, Esq.

G. Miskin, Esq.

T. E. Pearce, Esq.

J. A. Plummer, Esq.

T. H. R. Shaw, Esq.

J. P. Warren, Esq.

Chief Manager: V. M. GRAYBURN, Esq.

Branches:—

Amoy, Ipoh, Penang

Bangkok, Johore, Penang

Batavia, Kobe, Singapore

Bombay, Kanton, Saigon

Calcutta, Canton, Siam

Canton, Hankow, Shanghai

Chongking, London, Singapore

Colombo, Lyons, Sourabaya

Dairen, Malacca, Tientsin

Foochow, Manila, Yokohama

Haiphong, Muar, Tientsin

Hankow, Mukden, Tientsin

Harbin, Nagasaki, Tientsin

Hongkong, New York, Yokohama

Ilolo

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.

Hong Kong, 23rd Feb., 1931. [26]

HONG KONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION.

For the Hong Kong & Shanghai Banking Corporation, V. M. GRAYBURN, Chief Manager.

Hong Kong, 16th July, 1930. [2]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL AND SURPLUS—U.S. \$4,500,000.

HEAD OFFICE: 18, FINE STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world. Interest Rates on Application.

This Bank is entirely owned by THE CHASE NATIONAL BANK, NEW YORK, whose Total Resources are U.S. \$2,800,000,000.

O. M. BIGGAR, Manager.

NETERLANDSCHE HANDELS-MAATSCHAPPIJ, N.V.

(NETERLANDS TRADING SOCIETY.)

BANKERS

Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD CENTRAL.

Authorized Capital: Gldrs. 150,000,000. (\$12,500,000.)

Paid-Up Capital: Gldrs. 80,030,000. (\$6,402,400.)

Reserve Fund: Gldrs. 40,015,000. (\$3,201,200.)

Head Office: Amsterdam.

Eastern Head Office: Batavia.

Branches:—Amsterdam, Batavia, Bencoolen, Birmah, Calcutta, Ceylon, Hongkong, London, Lyons, Manila, Medan, Padang, Palembang, Penang, Rangoon, Rotterdam, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

*Three offices have Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

A. STOKKINK, Acting Manager.

Hong Kong, 18th May, 1930. [30]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency.

AUTHORIZED CAPITAL: \$11,000,000

PAID-UP CAPITAL: \$8,885,000

RESERVE FUND: 1,100,000

Branches:—CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

London Bankers:—THE LLOYDS BANK, LTD.

Correspondents all Principal Cities of the World. Foreign Exchange and Banking Business of every description transacted.

Safe Deposit Boxes (various sizes) at a Yearly Rental of from \$5 to \$40.

LOOK POONG SHAN, Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital \$23,000,000

Reserve Fund \$24,000,000

Reserve Liability of Proprietors \$3,000,000

Agencies and Branches:—

ALOR STAR, HONG KONG, TONGKAI, (Malay States)

AMSTEL, HONG KONG, TONGKAI, (Malay States)

BANGKOK, HONG KONG, TONGKAI, (Malay States)

BATAM, HONG KONG, TONGKAI, (Malay States)

BENCOLLEN, HONG KONG, TONGKAI, (Malay States)

BIRMINGHAM, HONG KONG, TONGKAI, (Malay States)

BOMBAY, HONG KONG, TONGKAI, (Malay States)

BURMA, HONG KONG, TONGKAI, (Malay States)

CALCUTTA, HONG KONG, TONGKAI, (Malay States)

CANTON, HONG KONG, TONGKAI, (Malay States)

CEYLON, HONG KONG, TONGKAI, (Malay States)

CHINA, HONG KONG, TONGKAI, (Malay States)

COLOMBO, HONG KONG, TONGKAI, (Malay States)

DALMEIDA, HONG KONG, TONGKAI, (Malay States)

DELHI, HONG KONG, TONGKAI, (Malay States)

HAIPHONG, HONG KONG, TONGKAI, (Malay States)

HANKOW, HONG KONG, TONGKAI, (Malay States)

HONG KONG, HONG KONG, TONGKAI, (Malay States)

ILLOILO, HONG KONG, TONGKAI, (Malay States)

INDONESIA, HONG KONG, TONGKAI, (Malay States)

JAKARTA, HONG KONG, TONGKAI, (Malay States)

KUALA LUMPUR, HONG KONG, TONGKAI, (Malay States)

MANILA, HONG KONG, TONGKAI, (Malay States)

MEDAN, HONG KONG, TONGKAI, (Malay States)

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SWATOW, HONG KONG, TONGKAI, (Malay States)

TIENTSIN, HONG KONG, TONGKAI, (Malay States)

YOKOHAMA, HONG KONG, TONGKAI, (Malay States)

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hong Kong, 18th March, 1931. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France.)

Princes Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital, fully paid-up Frs. 50,000,000

Special Working Capital 50,000,000

Reserves 22,319,000

Branches:—

Paris, Lyons, Maritimes

Saigon, Haiphong, Hanoi

Tourane, Quinhon, Huo

Thanh-hoa, Vinh, Pnom Penh

Peiping, Shanghai, Tientsin

Branches:—

France: Société Générale, Banque Nationale, Crédit Commercial de France, etc.

London: Midland Bank, Ltd.

New York: American Exchange Irving Trust Co., Banca Commerciale Italiana, San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted. Correspondents throughout the World.

A. ROLLIN, Manager.

Hong Kong, 1st July, 1929.

THE MERCHANTS BANK OF INDIA, LIMITED.

15, Gracechurch Street, London, E.C. 3.

Authorized Capital £3,000,000

Subscribed Capital £1,800,000

Paid-up Capital £1,050,000

Reserve Fund and Reserves £1,045,500

Branches:—

Batavia, Karachi, Madras

Bombay, Kota Bharu, New York

Calcutta, Kuala Lumpur, Penang

Colombo, (Kanton) Port Louis

Delhi, Kuala Lumpur, Rangoon

Galle, Hong Kong, Simla

Howrah, Kanton, Singapore

Ipoh, (Pahang) Sourabaya

Kandy

HONG KONG BRANCH:—Every description of Banking and Exchange Business transacted. Travellers Cheques issued. Trustees and Executorship undertaken. Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

C. L. SANDES, Manager.

7, Queen's Road Central, Hong Kong, 12th Mar., 1931. [29]

BANK OF CHINA.

Reorganized October 26, 1923, under special charter of The National Government as an INTERNATIONAL EXCHANGE BANK.

Subscribed Capital \$25,000,000.00

Paid-up Capital \$24,710,300.00

Reserve Funds \$3,630,503.82

HEAD OFFICE: SHANGHAI.

HONG KONG BRANCH:—4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN, Manager.

Hong Kong, March 11, 1931. [35]

THE AMERICAN EXPRESS COMPANY, INC.

Head Office: 65, Broadway, New York.

Capital U.S. \$3,000,000

Surplus U.S. \$1,575,543

Reserves U.S. \$1,008,200

Branches:—

Amsterdam, Calcutta, London, Lyons, Manila, Mexico, New York, Paris, Penang, Peking, Rangoon, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Branches of AMERICAN EXPRESS COMPANY in Principal Cities of United States of America and Canada.

All classes of Commercial Banking Transactions undertaken.

Personal investment accounts handled.

The Company offers to intending travellers the use of its "Travelers Cheques" and Letters of Credit and, in addition, the world wide services of its thoroughly equipped Travel Department.

Affiliated with:

THE CHASE NATIONAL BANK

Resources Over G. \$2,500,000,000

O. H. BENSON, General Manager.

THE HO HONG BANK, LTD.

Established 1917.

HEAD OFFICE: SINGAPORE.

HONG KONG OFFICE: 13, QUEEN'S RD. C.

Authorized Capital Straits \$20,000,000

Issued " " \$8,000,000

Paid-up " " \$4,000,000

Reserve Liabilities of Shareholders " " \$4,000,000

Surplus " " \$2,520,000